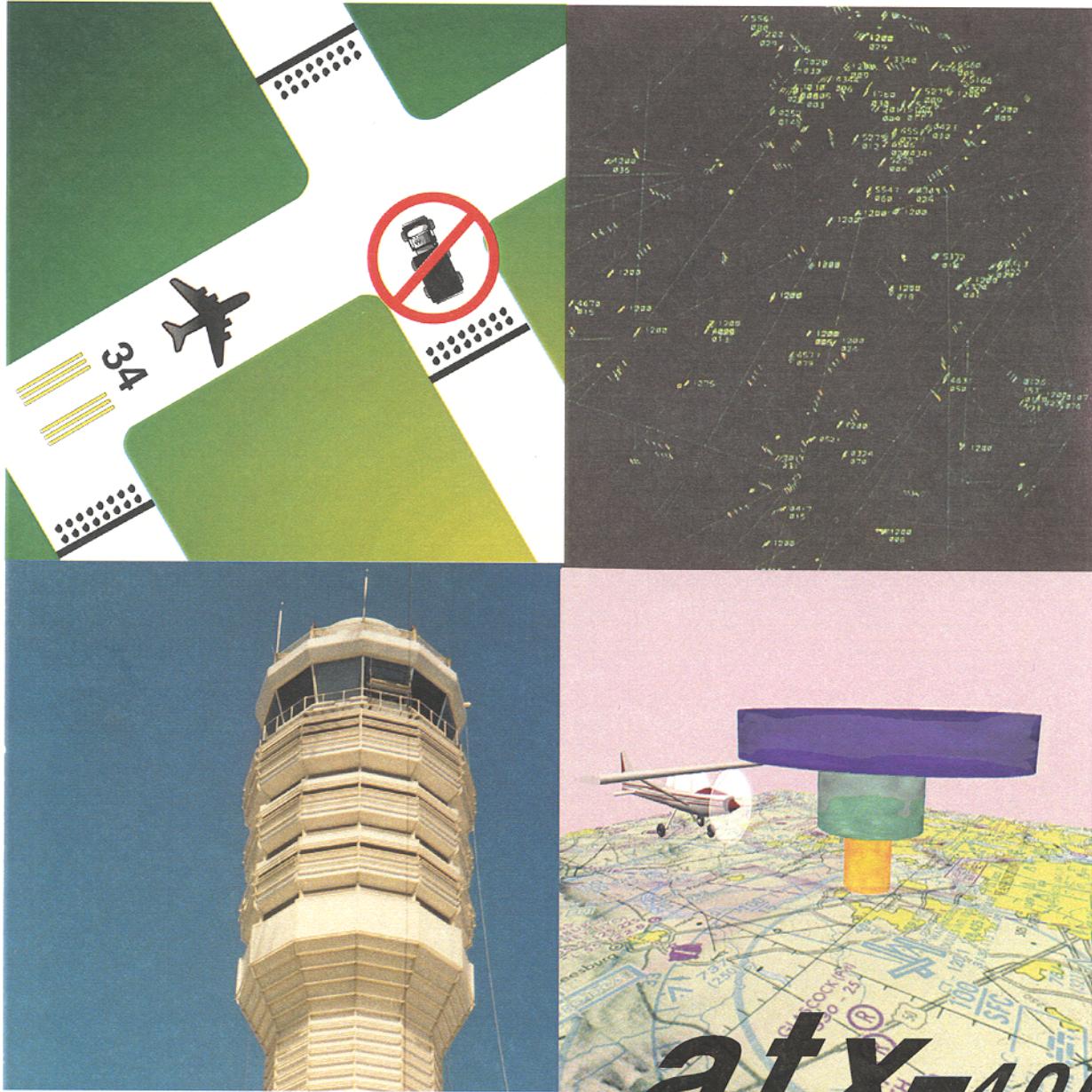




U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Safety Statistical Handbook



September 2000

Air Traffic Resource Management Program
Planning, Information and Analysis

AVIATION SAFETY STATISTICAL HANDBOOK

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format, monthly aviation safety statistical information for National Airspace System (NAS). Data includes statistics on aviation incidents, aircraft accidents and flight assist. Data are presented for Near Midair Collisions (NMAC's), Operational Errors (OE's), Operational Deviations (OD's), Pilot Deviations (PD's), Vehicle/Pedestrian Deviations (VPD's), Surface Incidents (SI's), Runway Incursions (RI's), Flight Assists (FA's), and aircraft accidents in the NAS. Comparing January through September 1999 with January through September 2000, predominantly all airspace incidents have shown an increase, with the exception of NMAC's, which show a slight decrease. Accident counts for January through September 2000 show a decrease as well.

NEAR MIDAIR COLLISIONS

During January through September 2000, the number of pilot-reported Near Midair Collisions decreased 5 percent from 198 to 188, compared to January through September 1999, (see Graph on Page ES-3). Over this period, the number of NMAC's reported by Air Carriers (Part 121/125/129 and Part 135) decreased from 78 to 67. General Aviation (G/A-Part 91) increased from 66 to 75. NMAC's where one aircraft was flying IFR and the other was flying VFR decreased from 110 to 100. Incidents where both aircraft were flying IFR increased from 18 to 21, and incidents where both aircraft were flying VFR decreased from 70 to 67. Sixteen incidents through September 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational Errors increased 22 percent from 713 to 869 during January through September 2000, compared to the same period in 1999. En route Operational Errors for this period increased 28 percent from 435 to 555. Errors at terminals increased 13 percent from 278 to 314. During the 12-month period ending September 2000, the top Air Route Traffic Control Centers (ARTCC's), based on Operational Errors per 100,000 operations, had error rates ranging from 3.39 for Washington Center to 1.33 for the Atlanta Center. TRACON Operational Errors varied from 1.36 for New York to .73 for Salt Lake City.

Operational Deviations in the NAS for January through September 2000 increased 36 percent from 212 to 288 compared to January through September 1999.

PILOT DEVIATIONS

Reports of Pilot Deviations for January through September 2000 increased 30 percent from 1,183 to 1,534, compared to January through September 1999. Over this period, Air Deviations increased 20 percent from 803 to 962; while Surface Deviations increased almost 50 percent, from 369 to 553. The number of Class 'B' Airspace Violations increased 11 percent from 111 to 123.

VEHICLE/PEDESTRIAN DEVIATIONS

Total Vehicle/Pedestrian Deviations during January through September 2000 increased 45 percent from 298 to 431 for the same period in 1999. Merrill Field Airport recorded a total of 26 VPD's for the 12 months ending September 2000. This is up compared to the number recorded for the preceding 12 month period. Jeffco Airport in Colorado and Montgomery Field in California also recorded significant increases in VPD's over the last 12 months.

SURFACE INCIDENTS

The number of Surface Incidents for January through September 2000 increased by 44 percent from 760 to 1,091, compared to the same period in 1999. Operational Error SI's increased slightly, from 70 to 71. Pilot Deviation SI's increased 51 percent, from 380 to 572. Operational Deviation SI's increased 42 percent, from 12 to 17.

The number of Runway Incursions for January through September 2000 increased 33 percent, from 241 to 320, compared to January through September 1999.

FLIGHT ASSISTS

Flight assists for January through September 2000 decreased 7 percent from 377 to 349, compared to January through September 1999. Ninety-three percent of the flight assists handled in January through September 2000 were for General Aviation aircraft. A 12-month comparison of flight assists by facility showed that Fort Worth Meacham Airport remained atop the list with 18 assists.

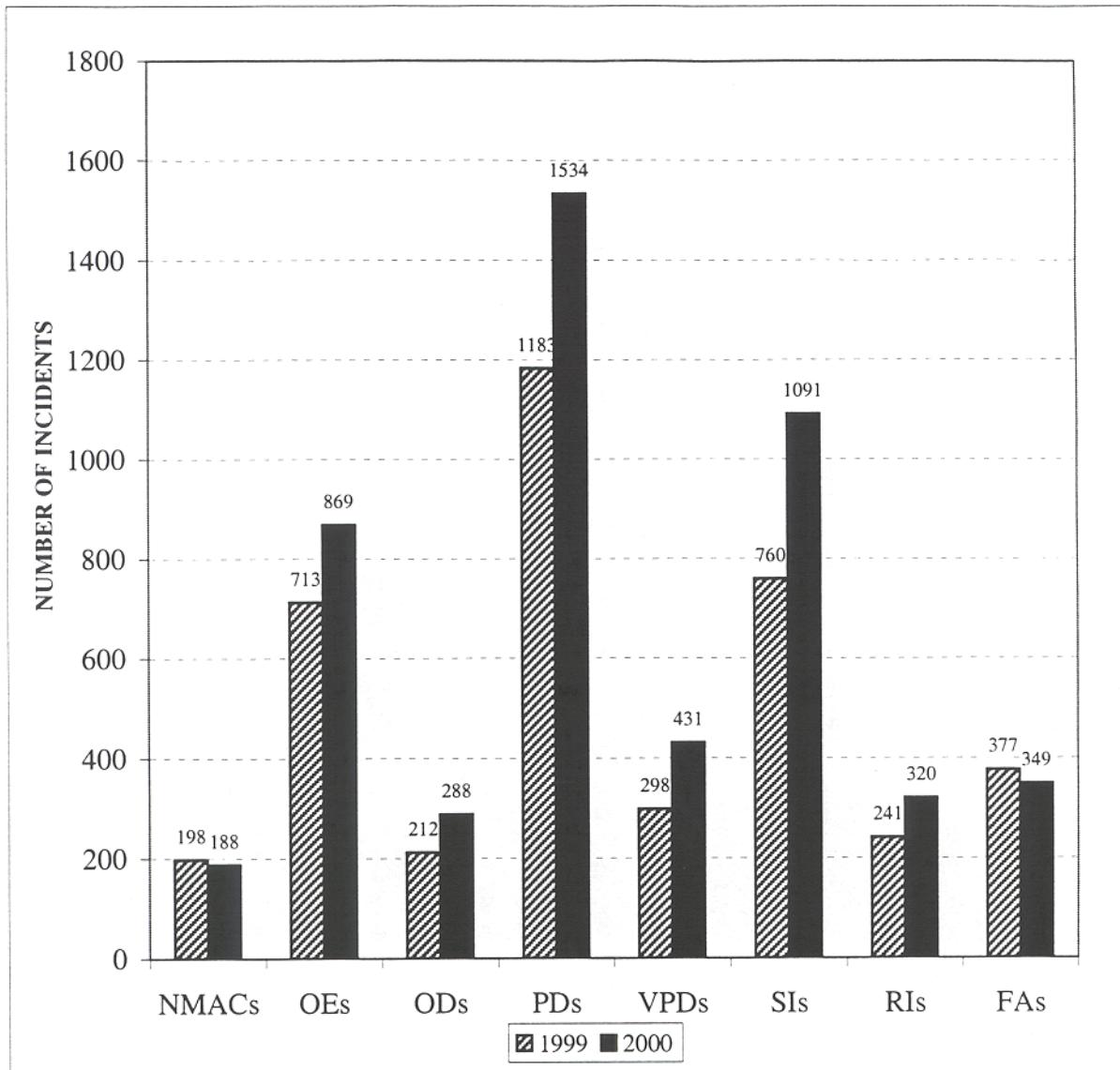
ACCIDENT DATA

Total system accidents decreased 5 percent from 1,662 during January through September 1999, to 1,583 for January through September 2000. About 93 percent of the year 2000 accidents occurred in the General Aviation segment (1,472), which decreased 5 percent from 1,557 in January through September 1999. There were 39 large air carrier accidents in January through September 2000 compared to 42 for the same period in 1999. The number of fatal accidents decreased 5 percent from 291 to 276. The total system fatalities increased 13 percent, from 562 to 637, during this period.

NATIONAL AIRSPACE INCIDENTS

JANUARY - SEPTEMBER

1999 versus 2000



NMAC - Near Midair Collision

OE - Operational Error

OD - Operational Deviation

PD - Pilot Deviation

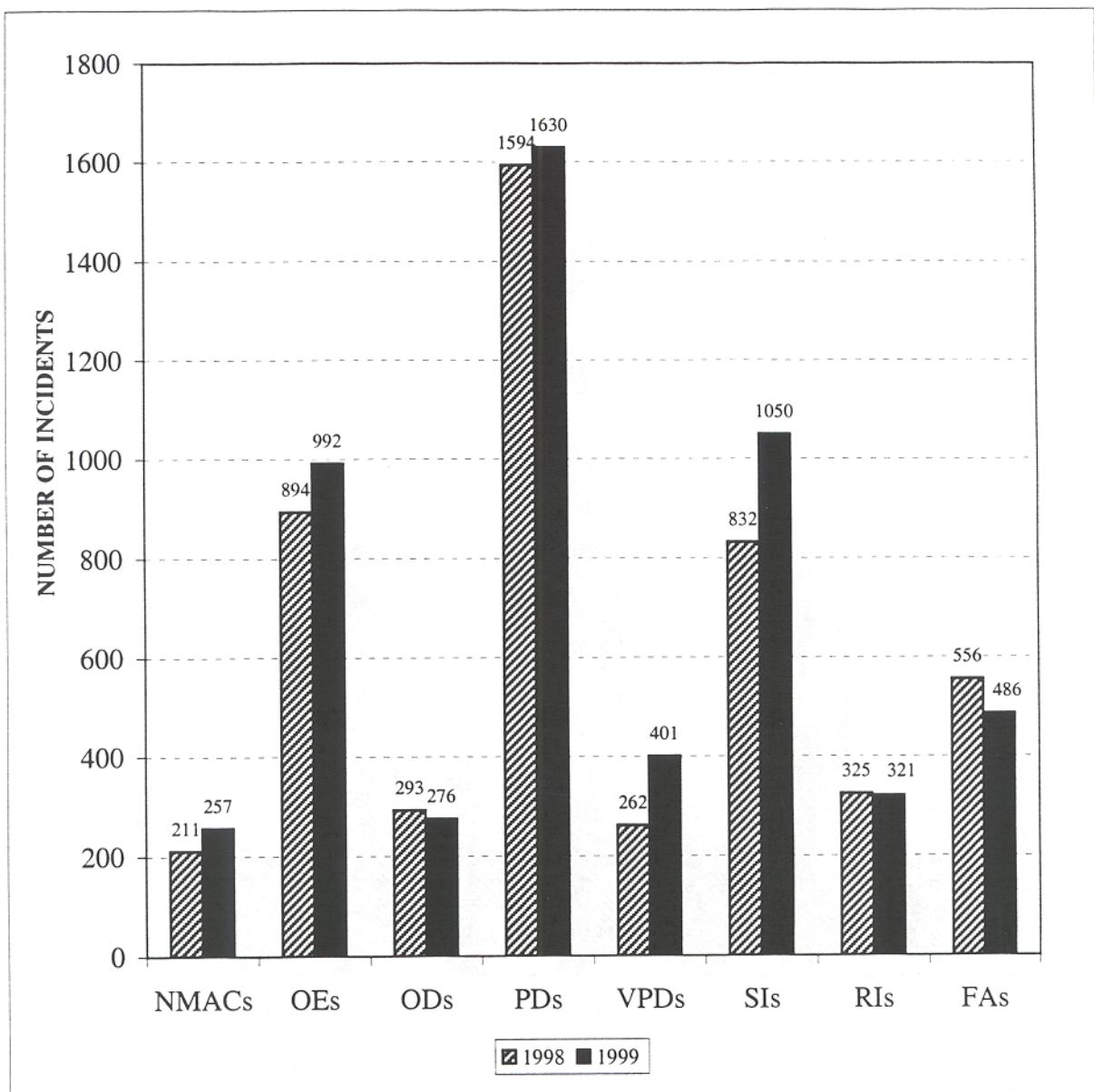
VPD - Vehicle/Pedestrian Deviation

SI - Surface Incident

RI - Runway Incursion

FA - Flight Assist

NATIONAL AIRSPACE INCIDENTS CALENDAR YEARS 1998 and 1999



NMAC - Near Midair Collision

OE - Operational Error

OD - Operational Deviation

PD - Pilot Deviation

VPD - Vehicle/Pedestrian Deviation

SI - Surface Incident

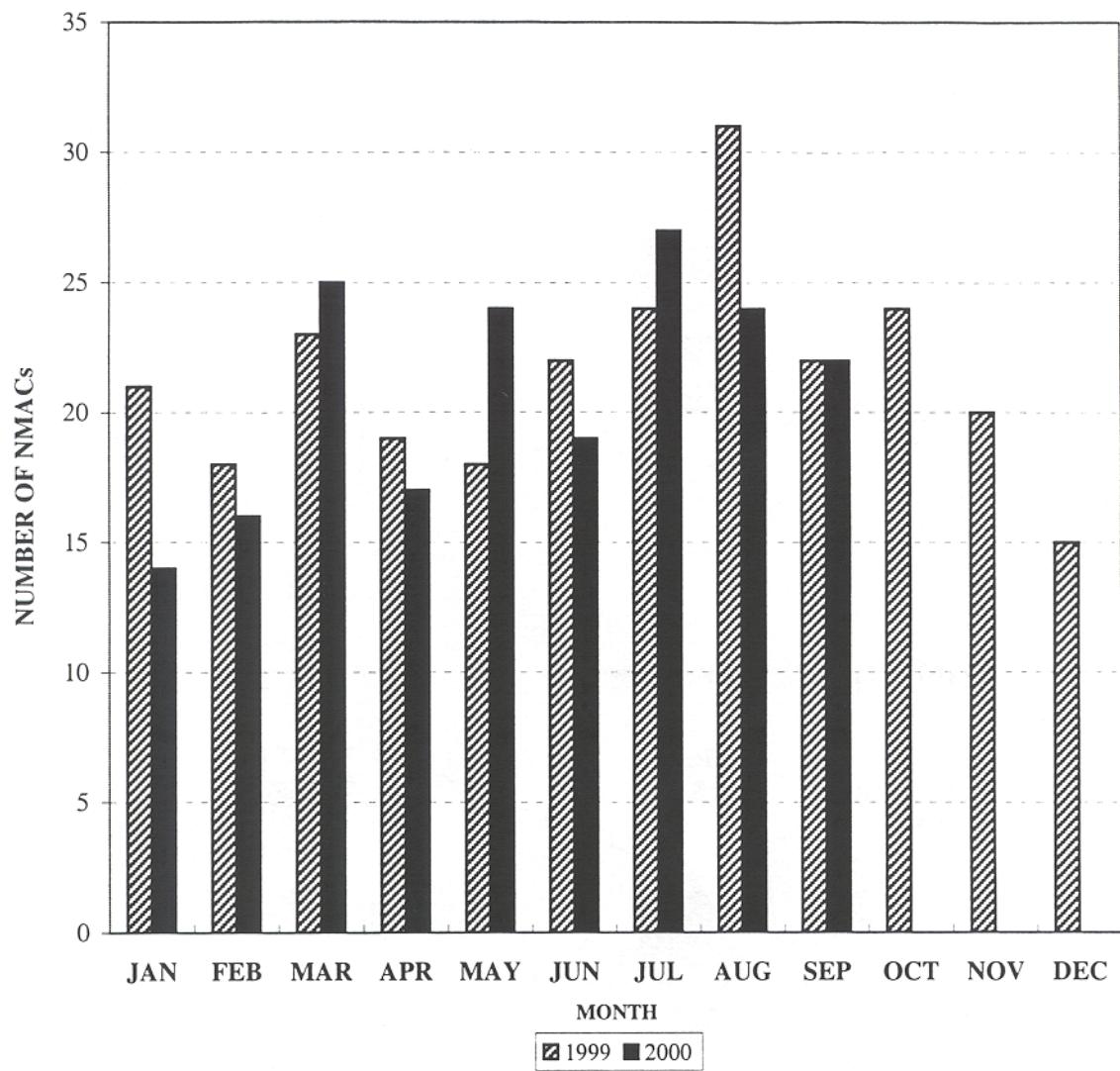
RI - Runway Incursion

FA - Flight Assist

NEAR MIDAIR COLLISIONS*

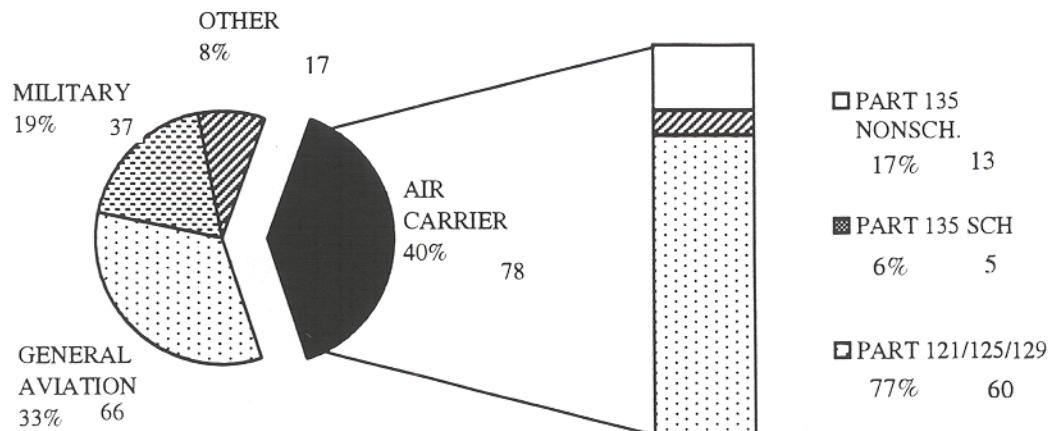
*The reporting of a **Near Midair Collision** is voluntary and depends in part on the individual's perception of a situation. A report does not necessarily involve the violation of regulations or an error by air traffic controllers, nor does it necessarily represent an unsafe condition. Significant factors influencing the submission of a report may include the proximity of the aircraft involved, the element of surprise in the encounter, or the heightened alertness of the flight crew to the possibility of a Near Midair Collision because of the publicity surrounding a near, or actual, midair collision. Some Near Midair Collisions, including those which may involve unsafe conditions, may not be reported. Some reasons are the failure to see the other aircraft or to perceive accurately the distance from another aircraft due to restricted visibility or the relative angle of approach. Others are the fear of penalty, or lack of awareness of the NMAC reporting system. **Data are preliminary and subject to change.**

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - SEPTEMBER 2000**

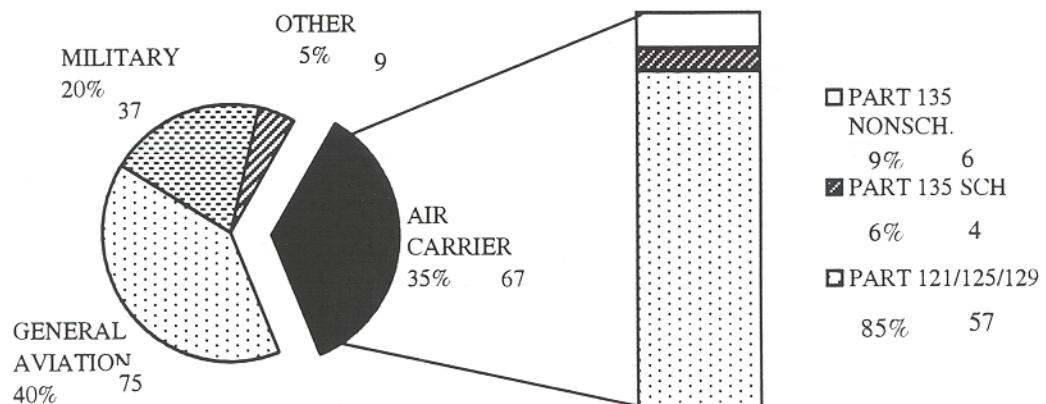


PILOT-REPORTED NEAR MIDAIR COLLISIONS BY REPORTING OPERATOR TYPE 1999 versus 2000

JANUARY - SEPTEMBER 1999

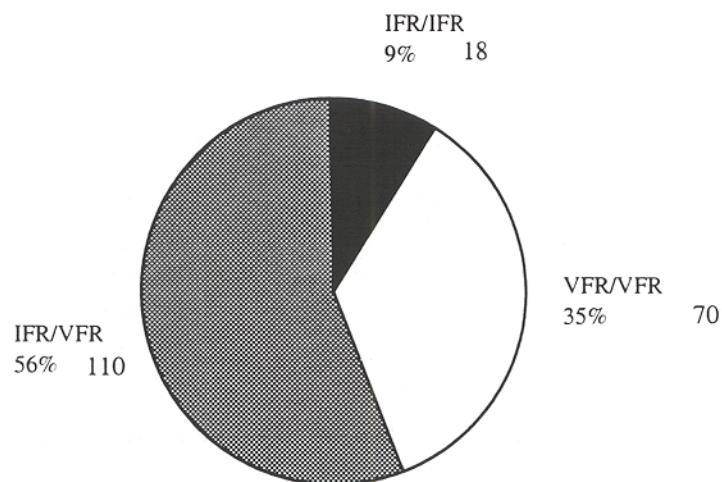


JANUARY - SEPTEMBER 2000

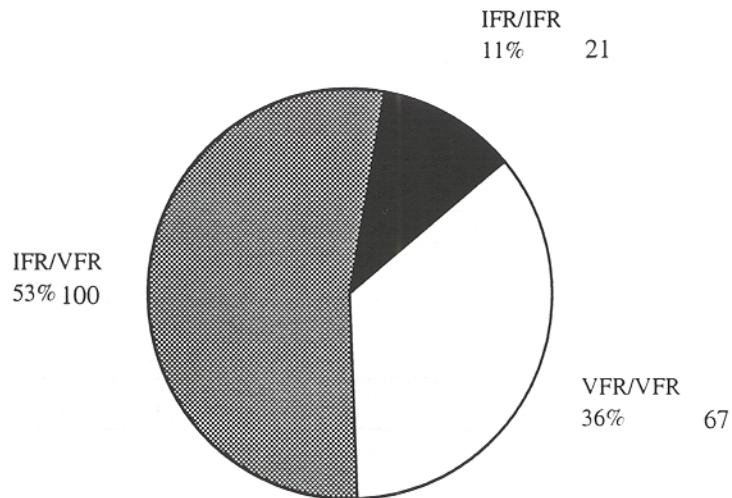


PILOT-REPORTED NEAR MIDAIR COLLISIONS 1999 versus 2000

JANUARY - SEPTEMBER 1999



JANUARY - SEPTEMBER 2000



**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY DEGREE OF HAZARD AND MONTH
1999 - SEPTEMBER 2000**

1999

MONTH	DEGREE OF HAZARD				TOTAL
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	
JAN	4	8	2	7	21
FEB	2	9	3	4	18
MAR	4	5	8	6	23
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	13	8	2	24
AUG	2	14	7	8	31
SEP	2	9	0	11	22
OCT	3	10	6	5	24
NOV	2	12	1	5	20
DEC	4	7	2	2	15
TOTAL	28	111	55	63	257

2000

MONTH	DEGREE OF HAZARD				TOTAL
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	
JAN	2	8	3	1	14
FEB	1	8	0	7	16
MAR	2	12	6	5	25
APR	2	7	6	2	17
MAY	2	13	2	7	24
JUN	3	8	2	6	19
JUL	1	16	4	6	27
AUG	2	8	3	11	24
SEP	1	2	4	15	22
OCT					
NOV					
DEC					
TOTAL	16	82	30	60	188

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - SEPTEMBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	4	7	5	21
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	10	23
APR	1	1	1	4	0	1	4	1	6	19
MAY	0	0	2	3	1	1	1	4	6	18
JUN	1	1	3	2	0	2	4	2	7	22
JUL	2	2	2	3	1	5	1	2	6	24
AUG	3	1	5	4	1	4	4	6	3	31
SEP	0	2	3	2	3	2	3	4	3	22
OCT	0	1	5	1	0	1	2	3	11	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	2	1	1	0	1	4	2	2	15
TOTAL	10	15	33	26	7	23	34	38	71	257

2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	2	2	2	4	14
FEB	0	1	0	1	0	3	4	2	5	16
MAR	2	1	2	1	1	1	7	1	9	25
APR	0	1	0	0	0	1	4	2	9	17
MAY	0	0	2	0	2	2	5	4	9	24
JUN	1	0	1	1	0	1	7	2	6	19
JUL	1	1	7	1	0	2	4	2	9	27
AUG	2	0	2	4	2	1	4	3	6	24
SEP	0	0	5	0	1	3	4	3	6	22
OCT										
NOV										
DEC										
TOTAL	6	5	21	9	6	16	41	21	63	188

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

STATE	JAN-SEP 1999	JAN-SEP 2000	STATE	JAN-SEP 1999	JAN-SEP 2000
Alabama	3	0	Montana	1	0
Alaska	8	6	Nebraska	0	0
Arizona	10	15	Nevada	3	5
Arkansas	0	0	New Hampshire	1	0
Atlantic Ocean	1	0	New Jersey	6	4
Bahamas*	0	0	New Mexico	1	2
California	35	41	New York	6	3
Colorado	6	2	North Carolina	1	4
Connecticut	2	1	North Dakota	5	0
Delaware	0	2	Ohio	5	2
District of Columbia	0	0	Oklahoma	3	1
Florida	11	20	Oregon	1	4
Georgia	5	4	Pacific Ocean	1	1
Guam*	0	0	Pennsylvania	2	6
Hawaii	4	2	Puerto Rico*	0	3
Idaho	1	0	Rhode Island	0	0
Illinois	5	4	South Carolina	0	1
Indiana	3	1	South Dakota	1	1
Iowa	4	0	Tennessee	1	5
Kansas	7	4	Texas	22	13
Kentucky	3	1	Utah	3	5
Louisiana	0	4	Vermont	0	0
Maine	2	0	Virgin Islands*	0	0
Maryland	5	3	Virginia	2	3
Massachusetts	1	5	Wake Island*	0	0
Michigan	2	0	Washington	7	5
Minnesota	2	0	West Virginia	2	0
Mississippi	1	2	Wisconsin	1	2
Missouri	1	1	Wyoming	1	0

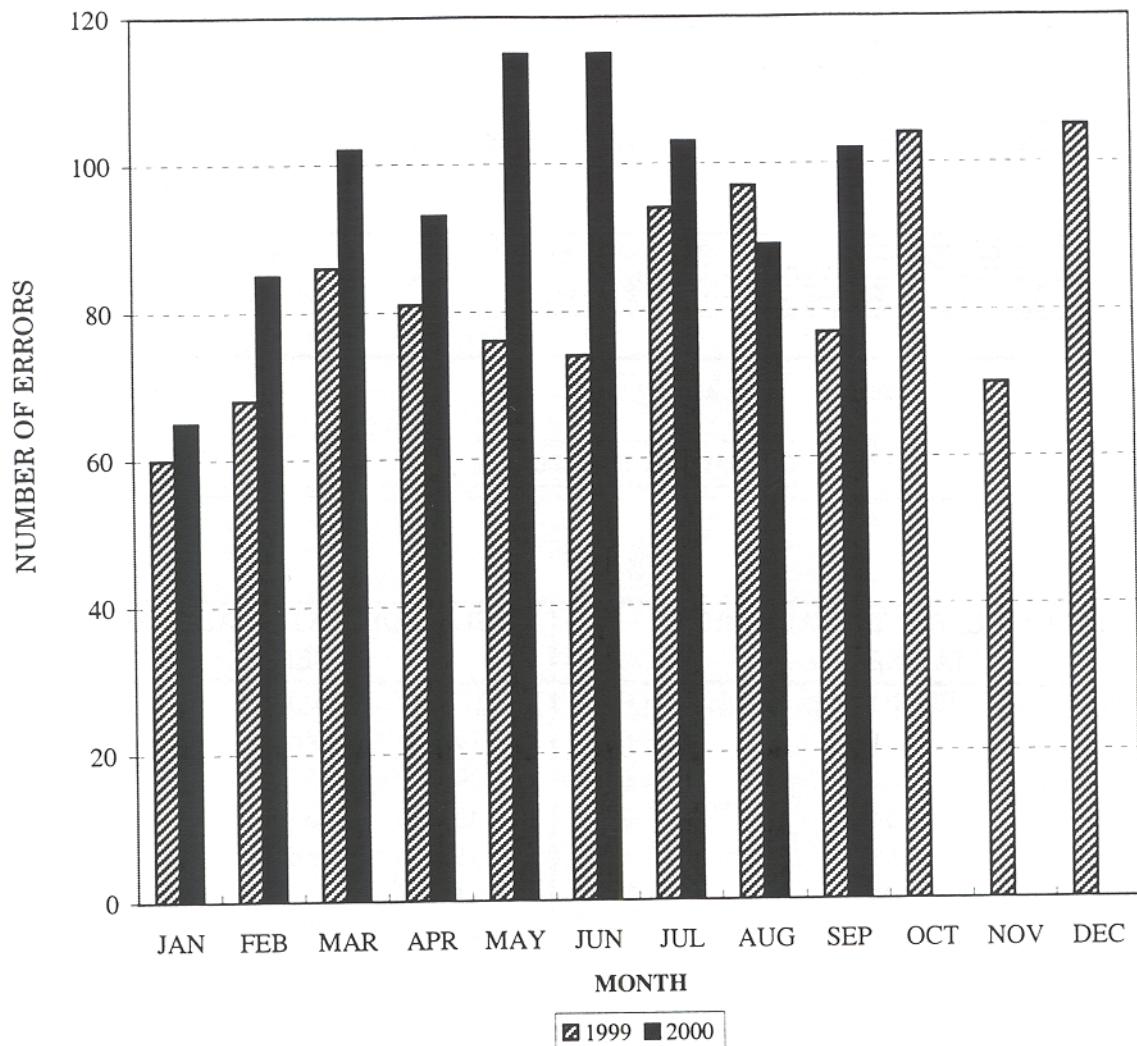
*U.S. Controlled Airspace

TOTAL 198 188

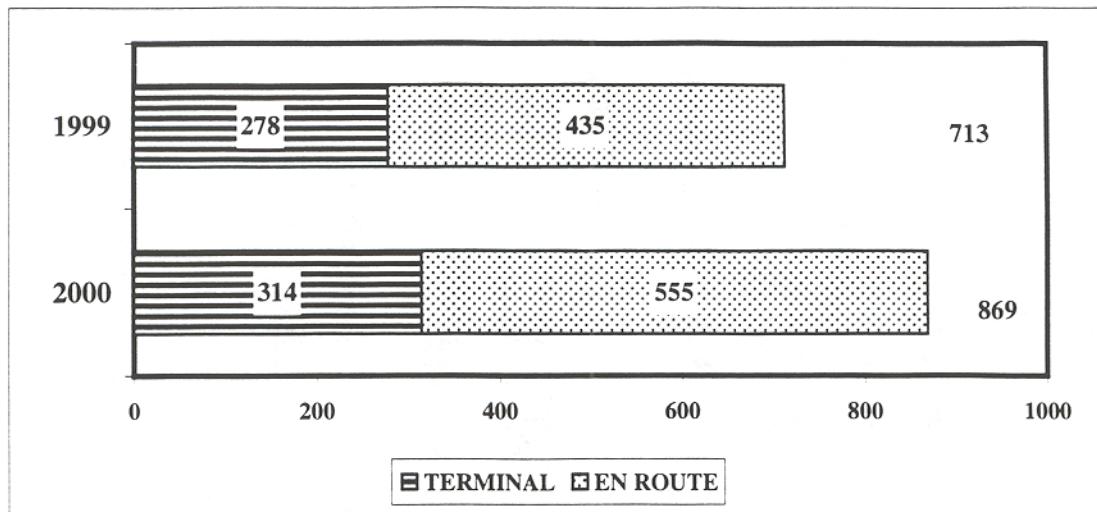
OPERATIONAL ERRORS/DEVIATIONS*

*The use of absolute numbers of **Operational Errors/Deviations** as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count may merely reflect a corresponding rise or fall in the number of aircraft using the national airspace over a given period. **Data are preliminary and subject to change.**

**OPERATIONAL ERRORS
BY MONTH
1999 - September 2000**



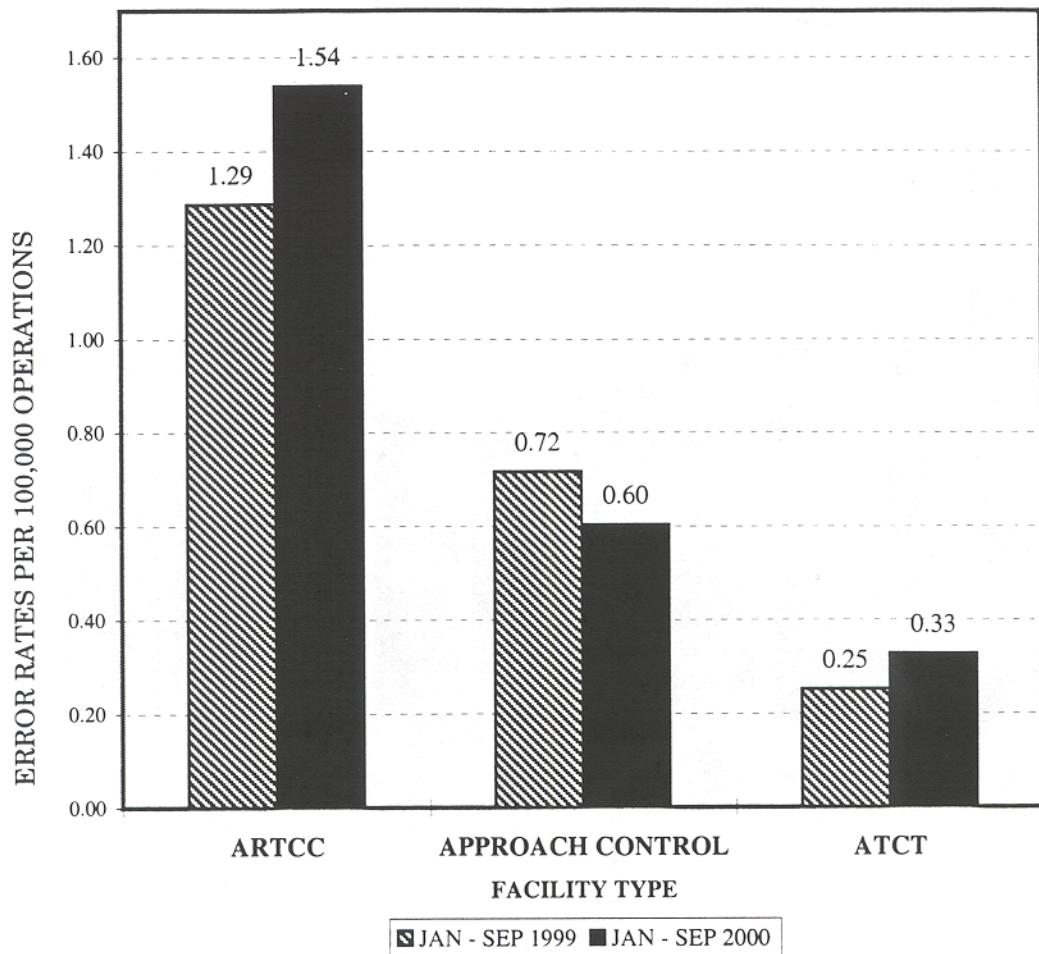
OPERATIONAL ERRORS JANUARY-SEPTEMBER 1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-SEP 1999				TYPE OF OPERATIONAL ERRORS JAN-SEP 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	19	46	0	65
FEB	24	44	0	68	29	56	0	85
MAR	31	54	1	86	43	59	0	102
APR	28	53	0	81	35	58	0	93
MAY	31	45	0	76	41	74	0	115
JUN	35	39	0	74	41	74	0	115
JUL	29	65	0	94	36	66	1	103
AUG	36	60	1	97	33	56	0	89
SEP	33	44	0	77	36	66	0	102
OCT								
NOV								
DEC								
TOTAL	276	435	2	713	313	555	1	869

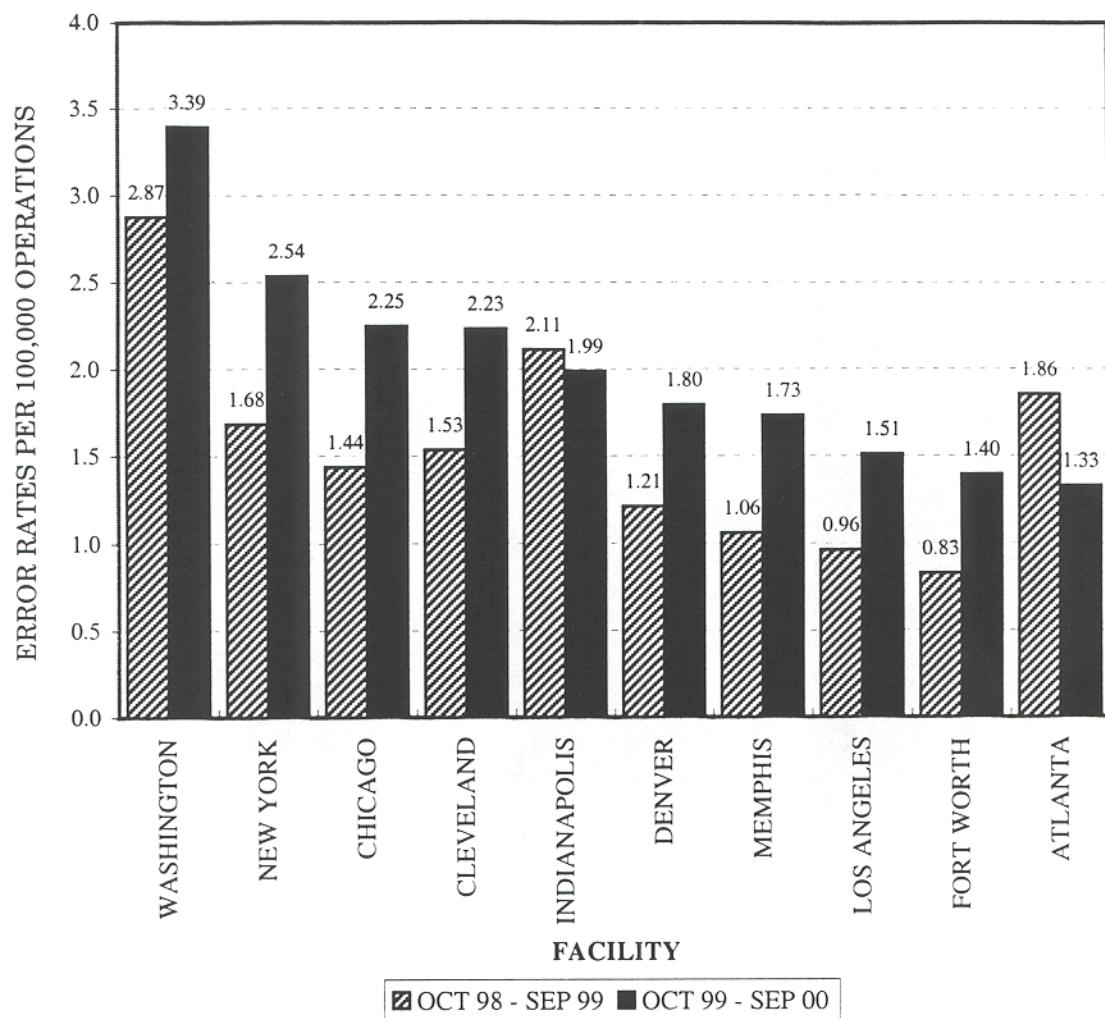
Note: In graphic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES BY FACILITY TYPE 1999 versus 2000



Actual Error Data thru 09/30/2000
Actual Activity Data thru 07/31/2000
Forecast Activity Data 08/01/2000 - 09/03/2000

OPERATIONAL ERROR RATES TOP ARTCCs (2000 RANKING) 12 MONTH COMPARISON

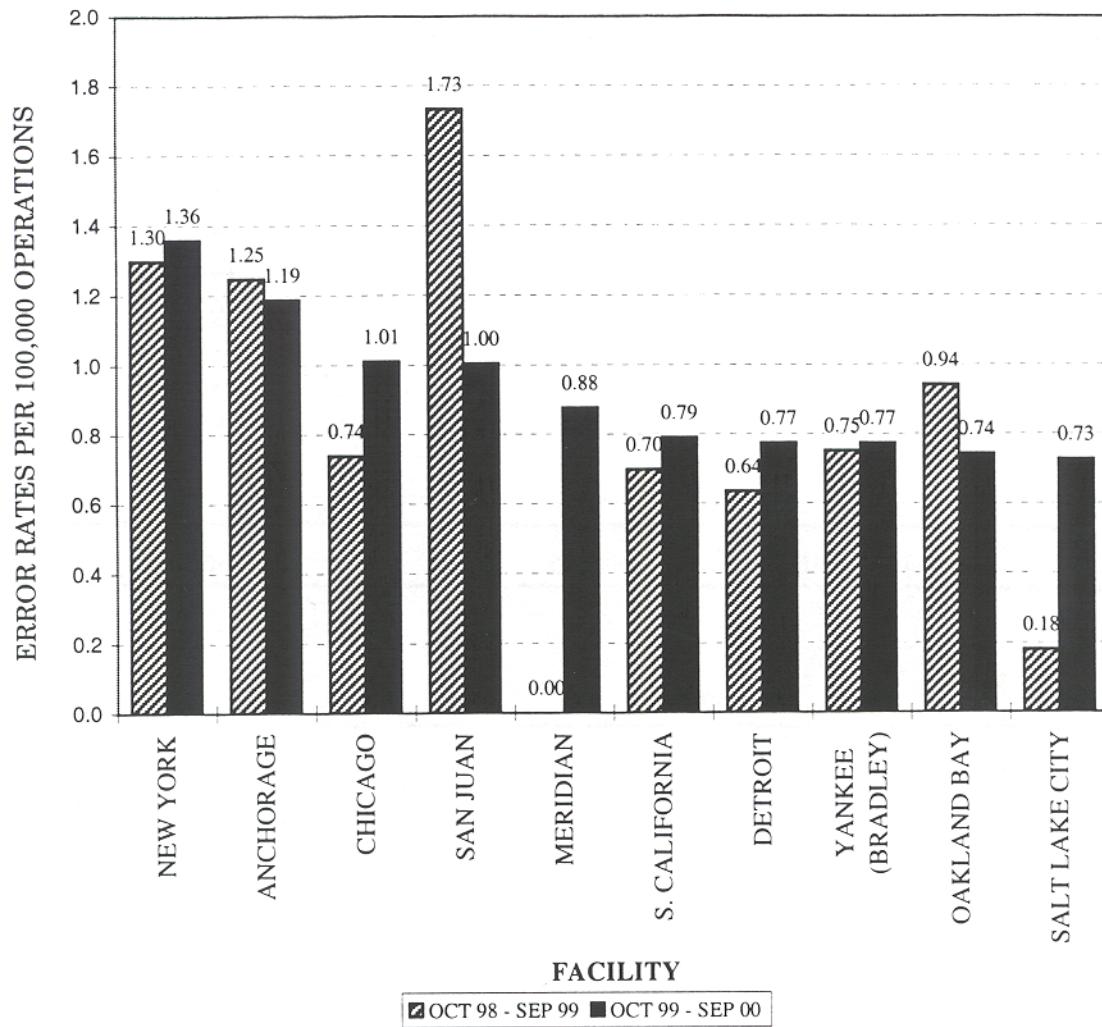


Actual Error Data thru 09/30/2000

Actual Activity Data thru 07/31/2000

Forecast Activity Data 08/01/2000 - 09/03/2000

OPERATIONAL ERROR RATES TOP TRACONs (2000 RANKING) 12 MONTH COMPARISION



Actual Error Data thru 09/30/2000

Actual Activity Data thru 07/31/2000

Forecast Activity Data 08/01/2000 - 09/03/2000

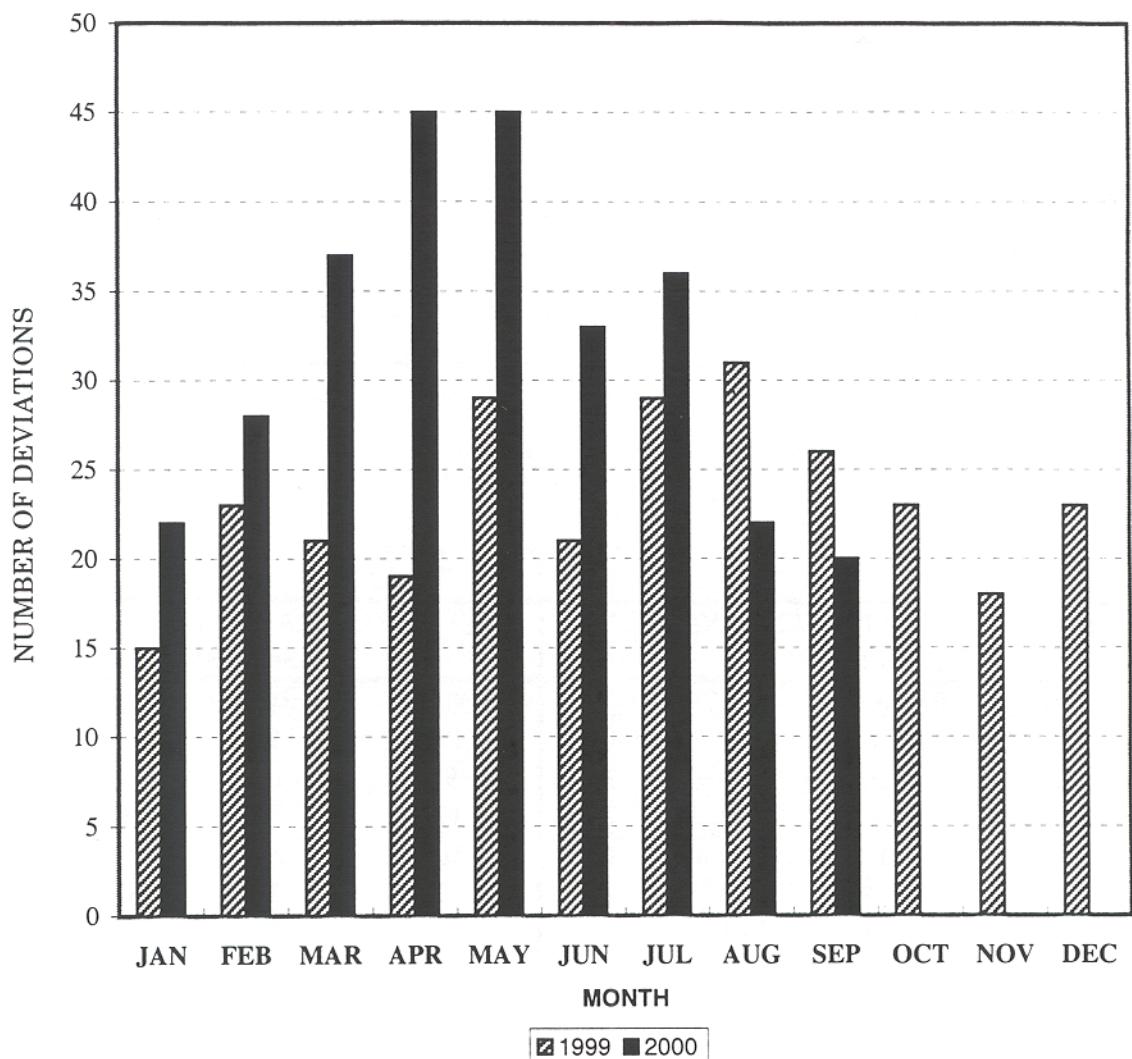
CERAPS are included in TRACONS

**OPERATIONAL ERRORS
BY REGION BY MONTH
1999 - SEPTEMBER 2000**

MONTH	REGION								TOTAL	
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW		
JAN	3	15	3	6	5	14	0	1	13	60
FEB	1	14	3	5	4	19	1	0	21	67
MAR	2	16	5	13	9	19	3	4	15	85
APR	5	15	6	5	8	21	0	0	21	81
MAY	6	16	4	8	11	11	0	2	18	74
JUN	6	17	4	10	9	11	0	3	14	74
JUL	3	21	7	6	10	21	5	5	16	94
AUG	5	31	5	7	5	12	5	3	24	97
SEP	4	22	2	7	9	8	0	2	23	77
OCT	3	21	4	11	10	19	1	6	29	104
NOV	2	14	3	9	6	14	0	2	20	70
DEC	3	18	8	15	8	26	2	3	22	106
TOTAL	43	220	54	102	94	195	17	31	236	992

MONTH	REGION								TOTAL	
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW		
JAN	4	13	4	7	9	10	0	0	18	65
FEB	6	22	4	7	11	14	0	2	19	85
MAR	2	15	6	14	8	34	1	1	21	102
APR	6	25	4	12	10	21	0	1	14	93
MAY	5	37	8	10	9	13	2	5	26	115
JUN	2	29	5	9	18	17	0	3	32	115
JUL	2	25	8	11	9	13	3	5	27	103
AUG	5	16	11	11	5	14	1	2	24	89
SEP	1	28	13	10	5	18	1	3	23	102
OCT										
NOV										
DEC										
TOTAL	33	210	63	91	84	154	8	22	204	869

**OPERATIONAL DEVIATIONS
BY MONTH
1999 - SEPTEMBER 2000**

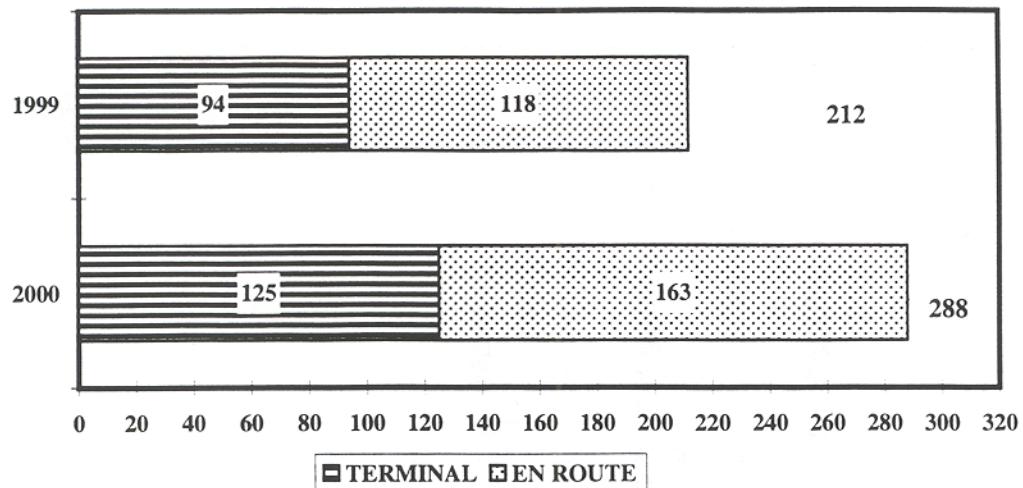


1999	15	23	21	19	29	21	27	31	26	23	18	23
2000	22	28	37	45	45	33	36	22	20			

OPERATIONAL DEVIATIONS

JANUARY-SEPTEMBER

1999 versus 2000



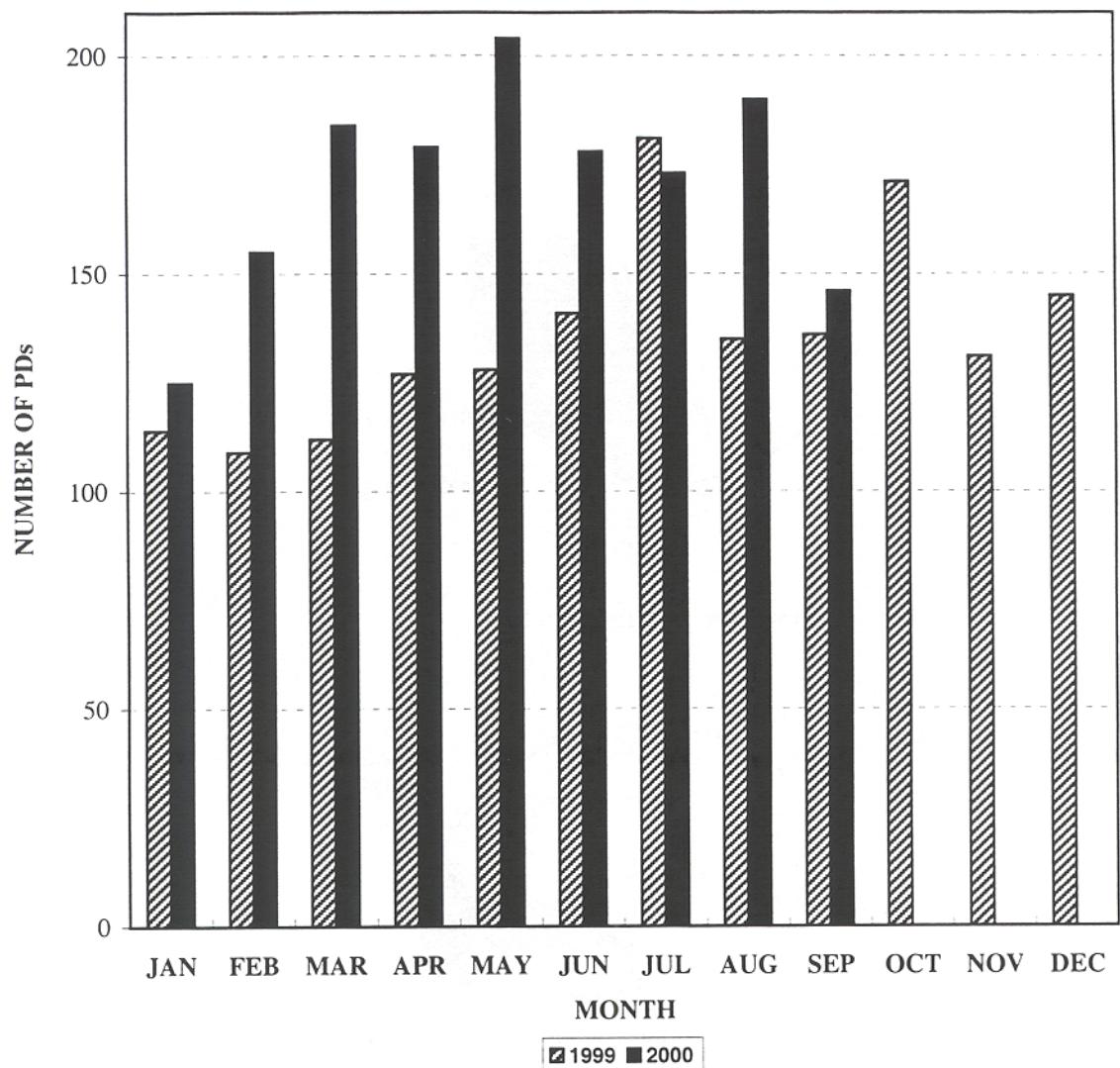
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-SEP 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-SEP 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	7	7	1	15	13	9	0	22
FEB	13	10	0	23	9	19	0	28
MAR	11	8	2	21	12	22	3	37
APR	9	10	0	19	16	29	0	45
MAY	14	15	0	29	19	26	0	45
JUN	9	11	1	21	11	22	0	33
JUL	10	17	0	27	14	20	2	36
AUG	11	20	0	31	11	11	0	22
SEP	5	20	1	26	15	5	0	20
OCT								
NOV								
DEC								
TOTAL	89	118	5	212	120	163	5	288

Note: In graphic overview FSSs are included in Terminals.

PILOT DEVIATIONS*

*While the **Pilot Deviation** data are considered useful in identifying possible trends associated with Pilot Deviation occurrences, there are certain limitations which should be considered when using the data presented in this report. The information in the database reflects a mix of preliminary and final reports. Thus, the data presented are subject to minor changes as all reports become final. Pilot Deviations monthly totals require at least 90 days to stabilize completely due to reporting procedures, volume, and workload; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. **Data are preliminary and subject to change.**

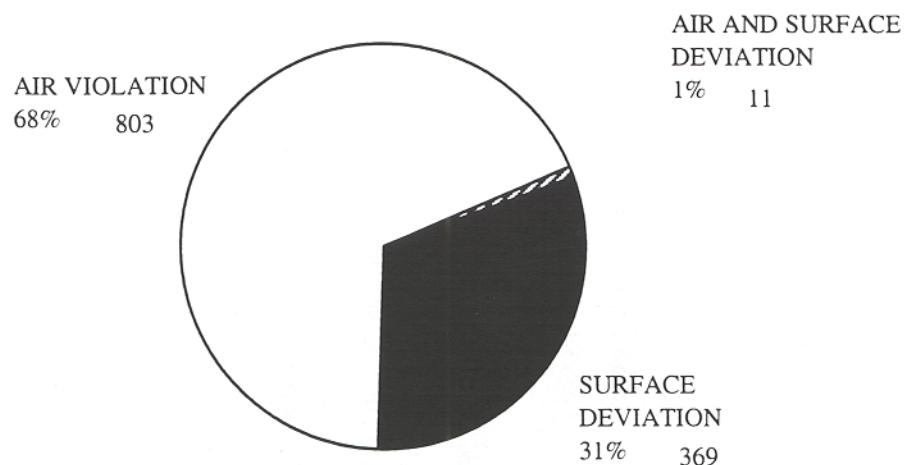
**PILOT DEVIATIONS
BY MONTH
1999 - SEPTEMBER 2000**



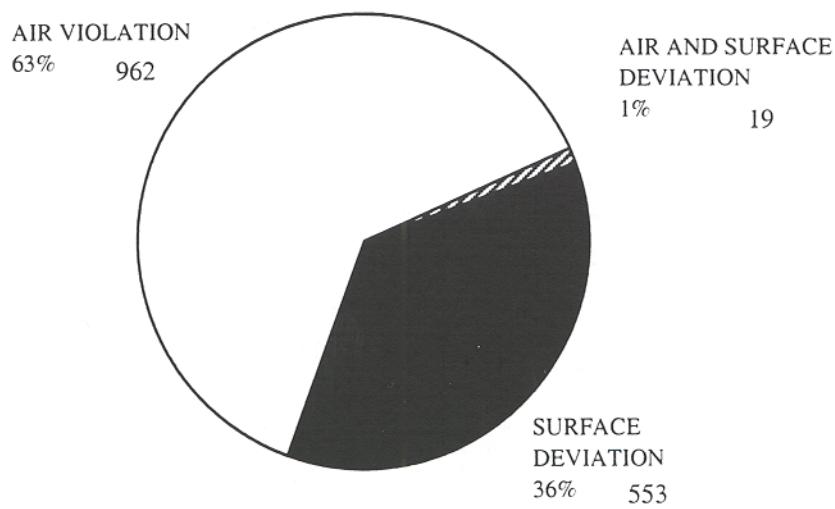
1999	114	109	112	127	128	141	181	135	136	171	131	145
2000	125	155	184	179	204	178	173	190	146			

PILOT DEVIATIONS BY DEVIATION TYPE 1999 versus 2000

JANUARY - SEPTEMBER 1999

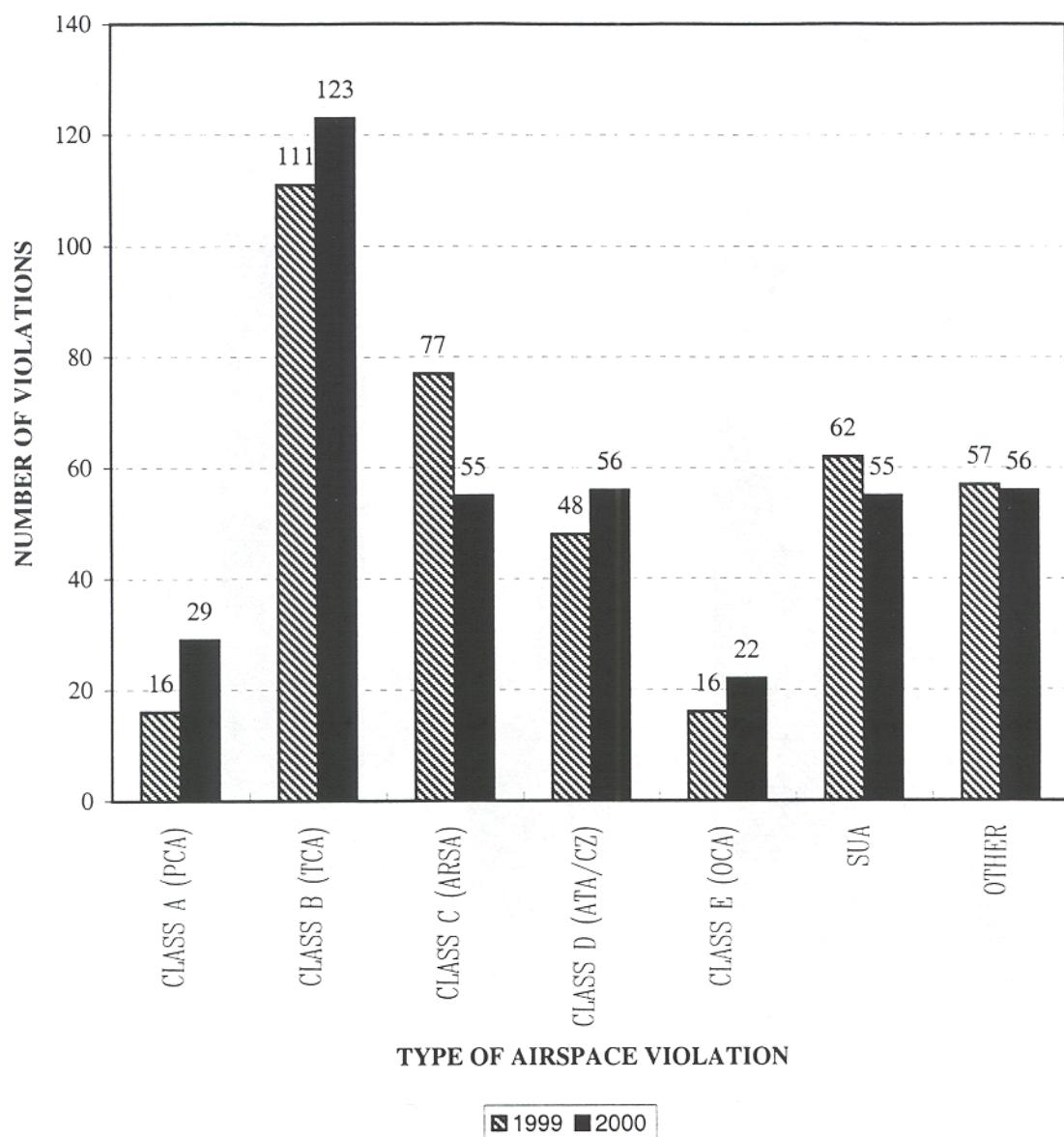


JANUARY - SEPTEMBER 2000



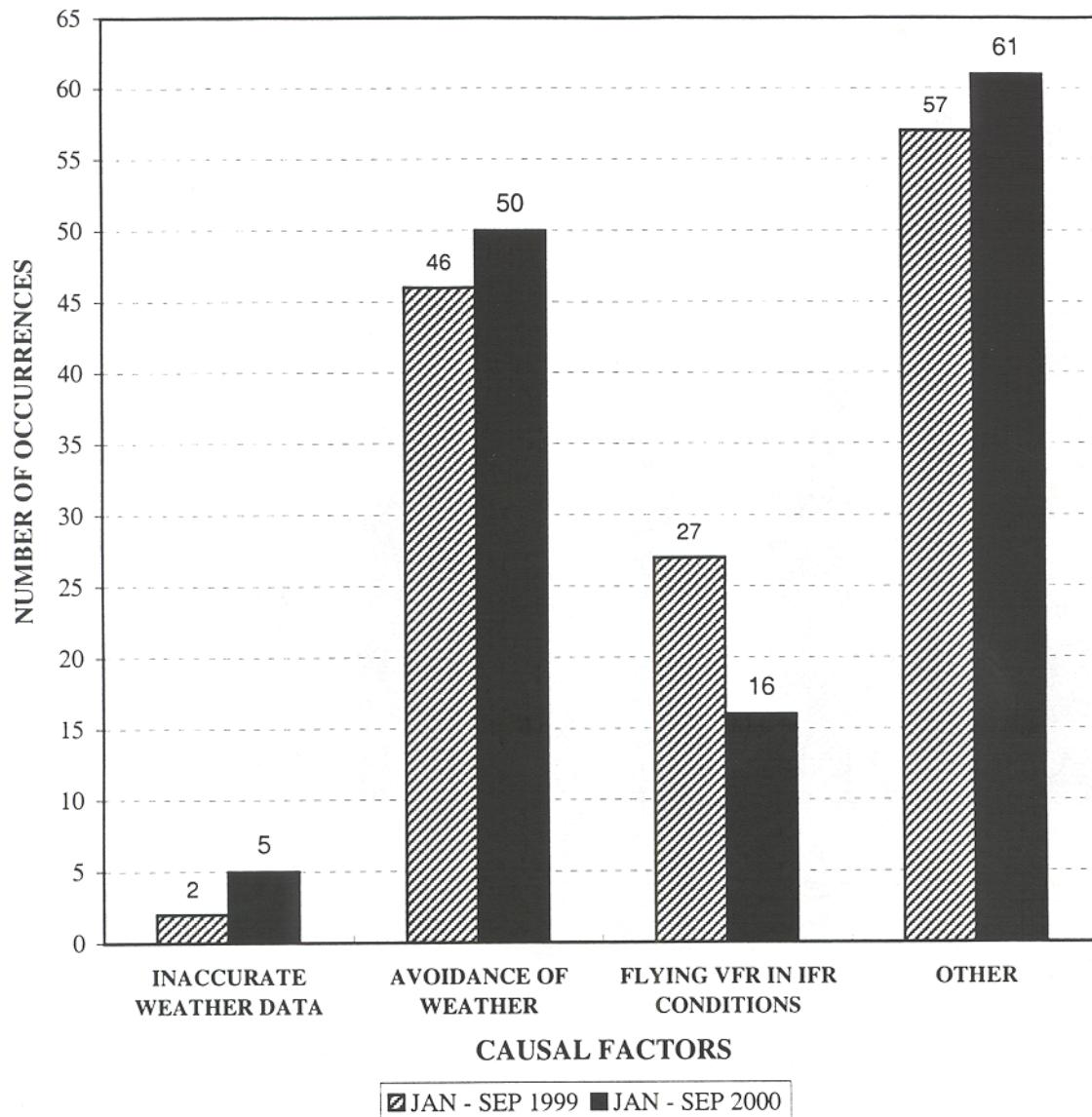
A surface incident may be attributed to more than one event, yielding multiple incident reports.

**PILOT DEVIATIONS
BY TYPE OF AIRSPACE VIOLATION
JANUARY - SEPTEMBER
1999 versus 2000**

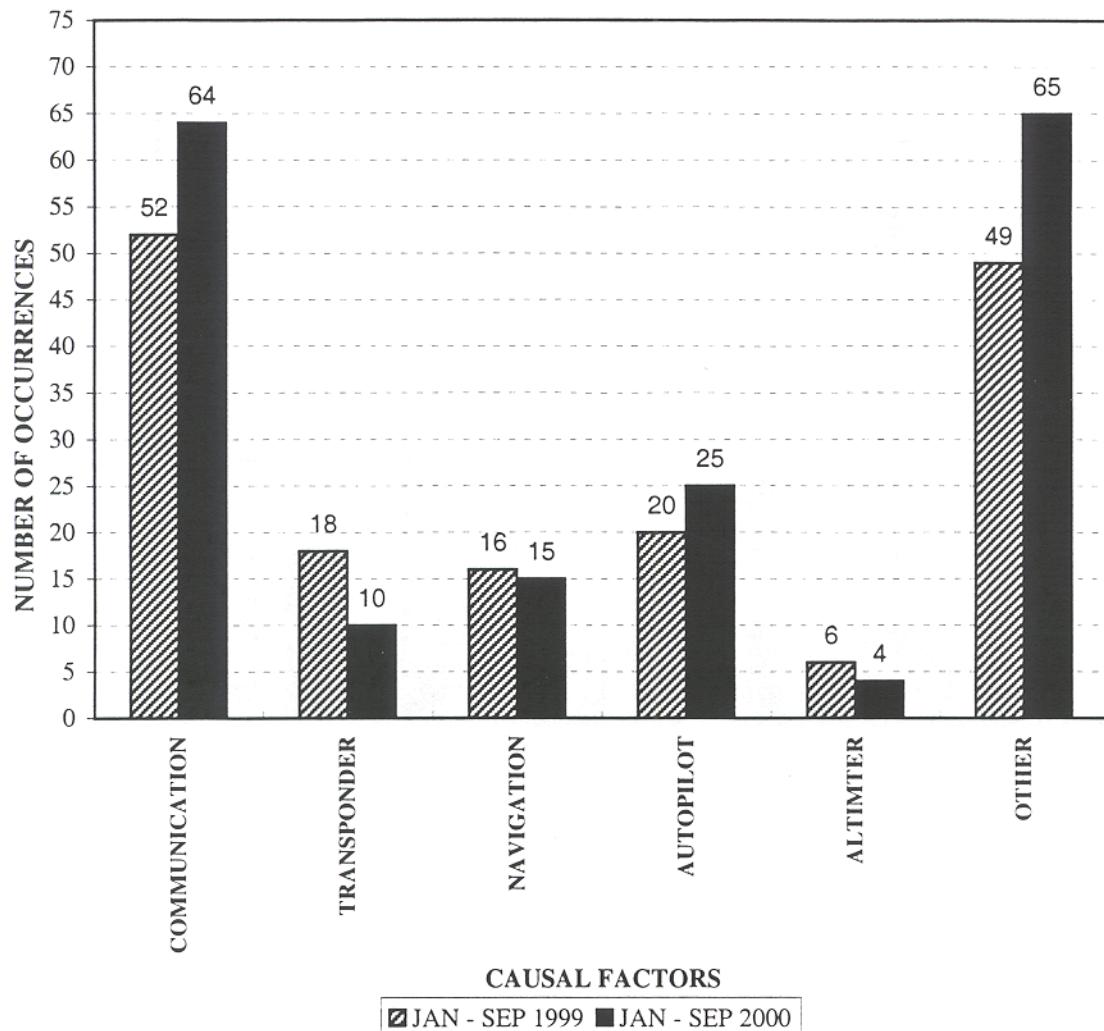


OTHER also includes Unknown.

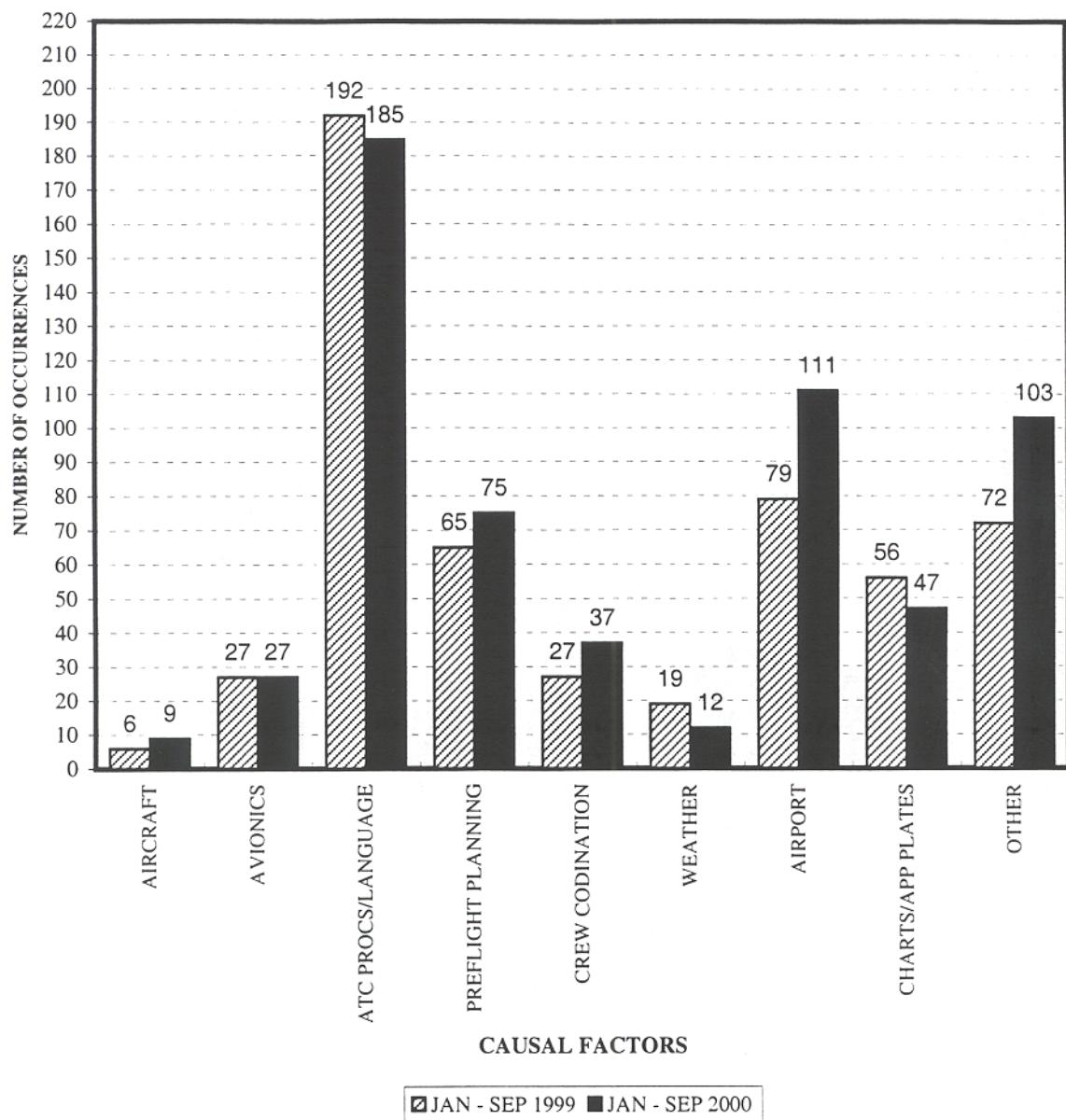
PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000



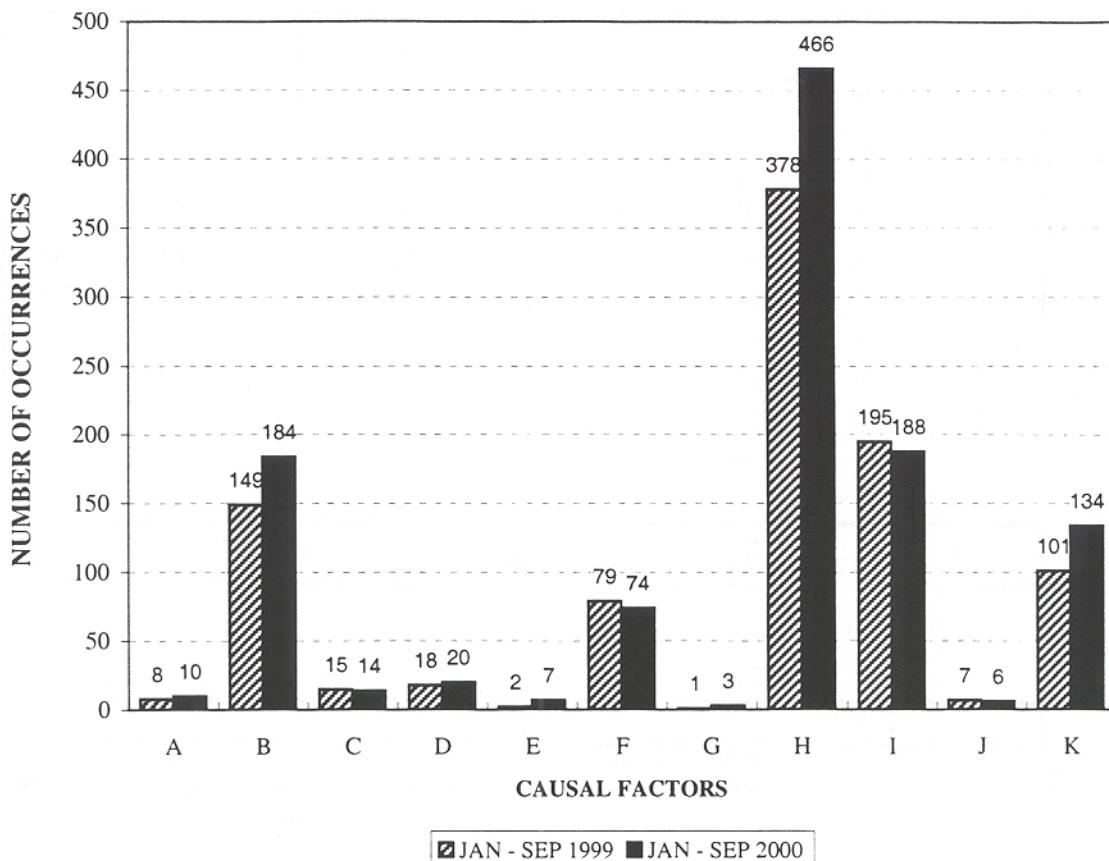
**PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000**



PILOT DEVIATIONS BY CAUSAL FACTORS
PILOT'S KNOWLEDGE/EXPERIENCE
1999 versus 2000



PILOT DEVIATIONS CAUSAL FACTORS OPERATIONAL 1999 versus 2000



- A. Overworked
- B. Distracted
- C. Fatigued
- D. Not Actively Scanning
- E. Unable to Locate Traffic, Even With Traffic Advisory
- F. Disoriented or Lost
- G. Sick
- H. Not Following ATC Instructions
- I. Operating in Class A, B, C, or D Without Required Communication or Authorization
- J. Operating With Transponder Off
- K. Other

**PILOT DEVIATIONS
BY REGION BY MONTH
1999 - SEPTEMBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	1	3	16	19	1	16	25	12	21	114
FEB	1	11	10	12	1	5	29	18	22	109
MAR	3	3	15	23	2	6	23	11	26	112
APR	5	3	16	18	3	9	41	10	22	127
MAY	2	7	18	20	3	8	23	13	34	128
JUN	2	3	30	24	5	10	23	14	30	141
JUL	1	4	24	33	14	16	40	14	35	181
AUG	3	6	20	28	4	9	25	9	31	135
SEP	1	6	15	20	2	9	35	8	40	136
OCT	1	10	34	21	2	19	24	21	39	171
NOV	2	9	19	21	4	10	31	11	24	131
DEC	1	8	21	12	5	10	33	15	40	145
TOTAL	23	73	238	251	46	127	352	156	364	1630

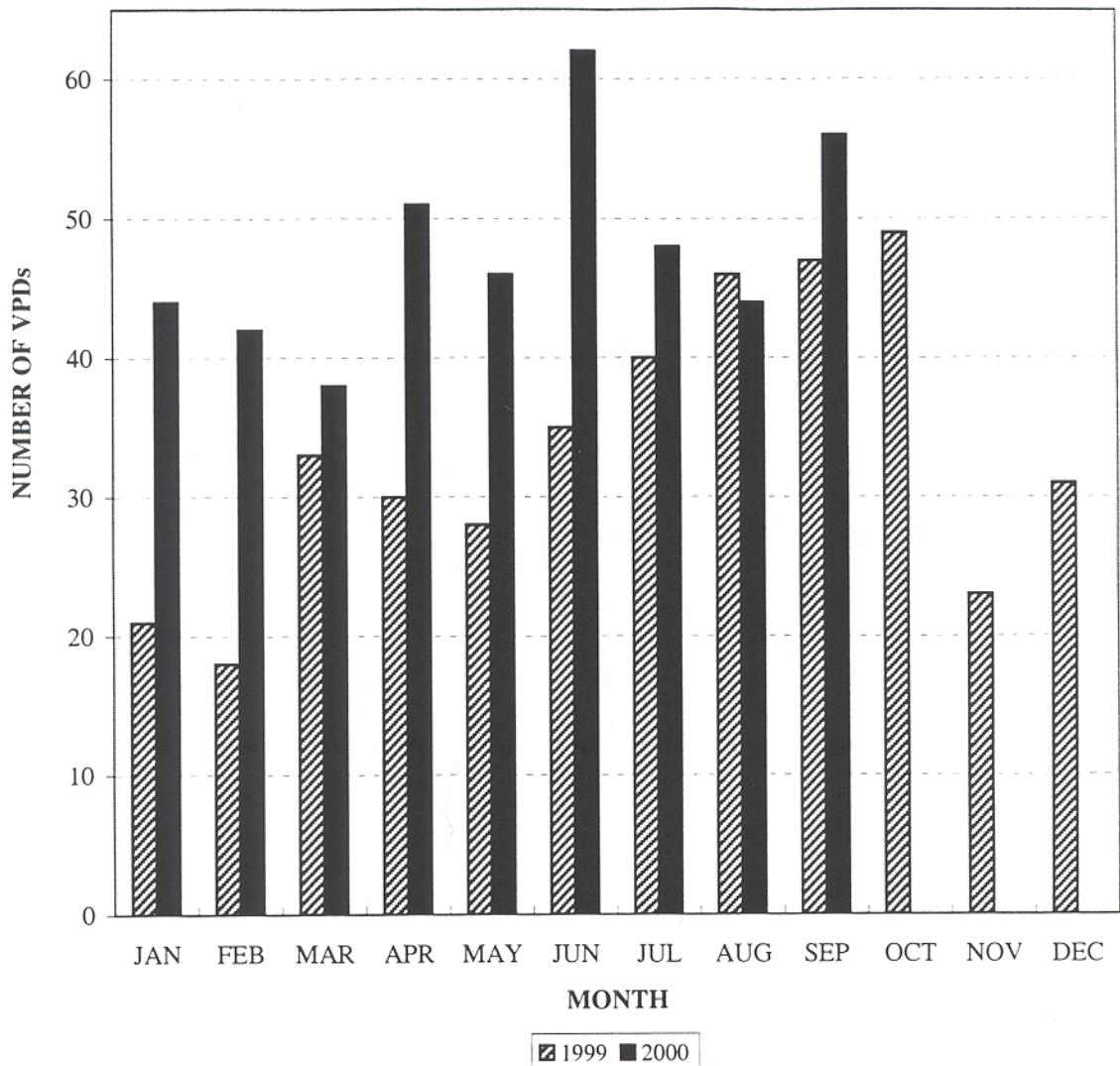
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	17	18	4	3	22	19	35	125
FEB	4	4	25	19	2	4	38	20	39	155
MAR	5	7	28	19	6	15	39	20	45	184
APR	5	10	27	25	4	11	23	21	53	179
MAY	0	11	25	22	7	19	44	23	53	204
JUN	4	13	23	23	9	9	28	17	52	178
JUL	10	9	16	28	5	14	33	18	40	173
AUG	5	14	21	35	5	18	27	30	35	190
SEP	3	7	8	22	4	18	28	18	38	146
OCT										
NOV										
DEC										
TOTAL	38	80	190	211	46	111	282	186	390	1534

VEHICLE/PEDESTRIAN DEVIATIONS*

***Vehicle/Pedestrian Deviations** may require at least 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

**VEHICLE/PEDESTRIAN DEVIATIONS
BY MONTH
1999 - SEPTEMBER 2000**



1999	21	18	33	30	28	35	40	46	47	49	23	31
2000	44	42	38	51	46	62	48	44	56	-	-	-

**AIRPORTS WITH MOST VEHICLE/PEDESTRIAN DEVIATIONS
12 MONTH COMPARISON (2000 RANKING)**

Airport	ID	OCT 98 - SEPT 99	OCT 99 - SEPT 00
Merrill Field Arpt, AK	MRI	22	26
Jeffco Arpt, CO	BJC	10	24
Montgomery Field Arpt, CA	FXE	6	19
Ft. Lauderdale Executive Arpt, FL	MYF	10	15
Camarillo Arpt, CA	CMA	0	12
Luis Munoz Marin Intl, PR	SJU	5	11
David Wayne Hooks Memorial Arpt, TX	DWH	2	11
Andrews AFB, MD	ADW	9	10
Santa Monica Muni Arpt, CA	SMO	0	10
Ann Arbor Muni Arpt, MI	ARB	4	9
Centennial Arpt, CO	APA	1	9
San Francisco Intl, CA	SFO	4	8
Greater Rockford Arpt, IL	RFD	2	7
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	MSP	1	7
Gillespie Field Arpt, CA	SEE	1	7
Albert Whitted Arpt, FL	SPG	0	6
El Monte Arpt, CA	EMT	0	6
Richard Lloyd Jones Jr. Arpt, OK	RVS	10	5
Falcon Field Arpt, AZ	FFZ	3	5
Long Beach/Daugherty Field Arpt, CA	LGB	1	5

**VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - SEPTEMBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	2	3	5	0	0	8	1	2	21
FEB	0	1	2	4	0	0	5	2	4	18
MAR	2	0	2	12	1	7	7	0	2	33
APR	4	2	4	4	0	3	6	1	6	30
MAY	4	1	6	6	1	3	3	1	3	28
JUN	2	0	9	10	1	2	3	5	3	35
JUL	6	3	2	8	4	3	8	4	2	40
AUG	4	5	4	7	0	7	8	3	8	46
SEP	4	1	7	7	2	1	10	5	10	47
OCT	4	0	8	6	0	6	10	2	13	49
NOV	1	0	1	3	0	3	9	1	5	23
DEC	1	3	2	5	2	4	4	3	7	31
TOTAL	32	18	50	77	11	39	81	28	65	401

2000

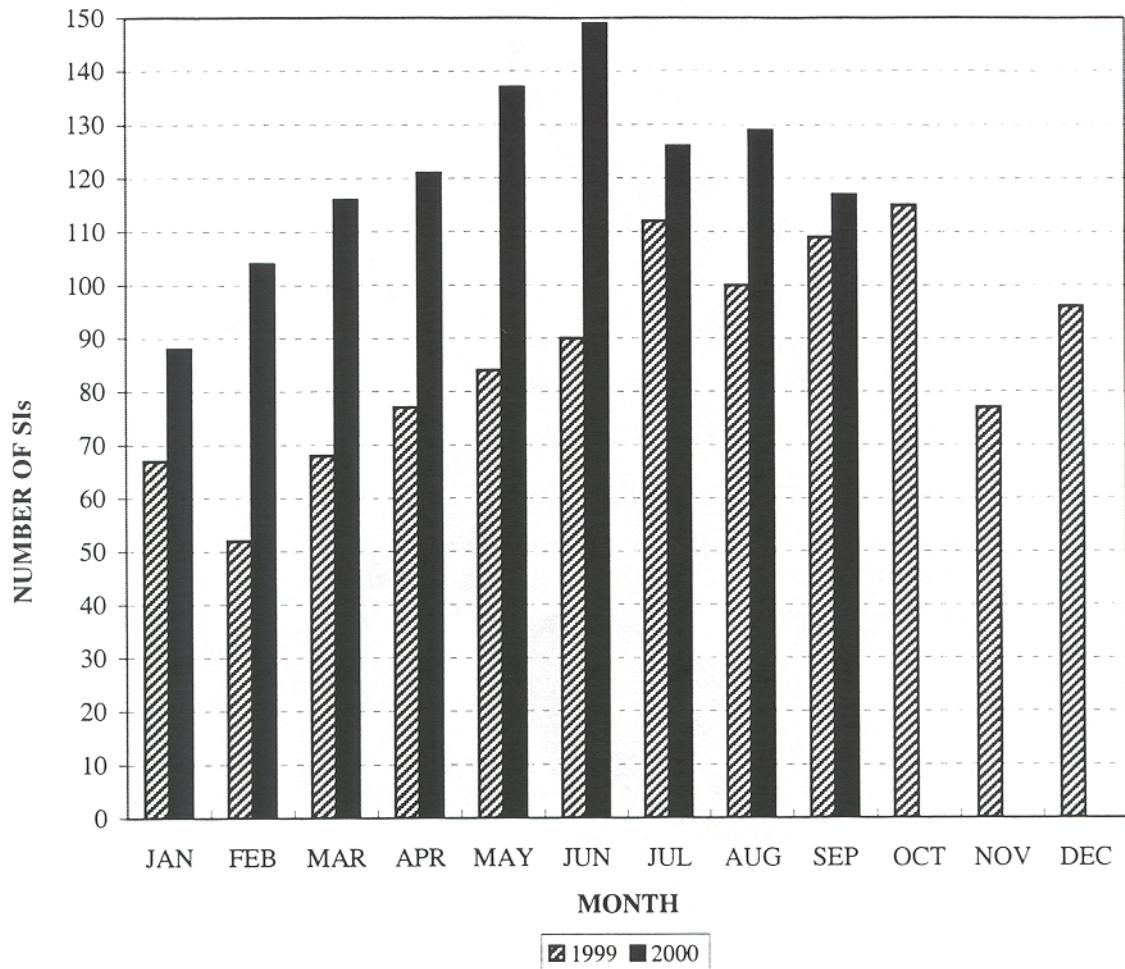
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	7	13	44
FEB	2	0	2	7	2	6	12	4	7	42
MAR	3	0	4	4	0	3	9	5	10	38
APR	2	1	2	6	1	5	8	8	18	51
MAY	5	0	5	5	1	5	9	4	12	46
JUN	5	1	7	10	2	7	9	2	19	62
JUL	8	3	3	6	2	8	5	4	9	48
AUG	4	1	5	6	3	9	4	2	10	44
SEP	3	0	3	9	3	7	11	5	15	56
OCT										
NOV										
DEC										
TOTAL	35	8	36	59	14	52	73	41	113	431

SURFACE INCIDENTS*

***Surface Incidents** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.

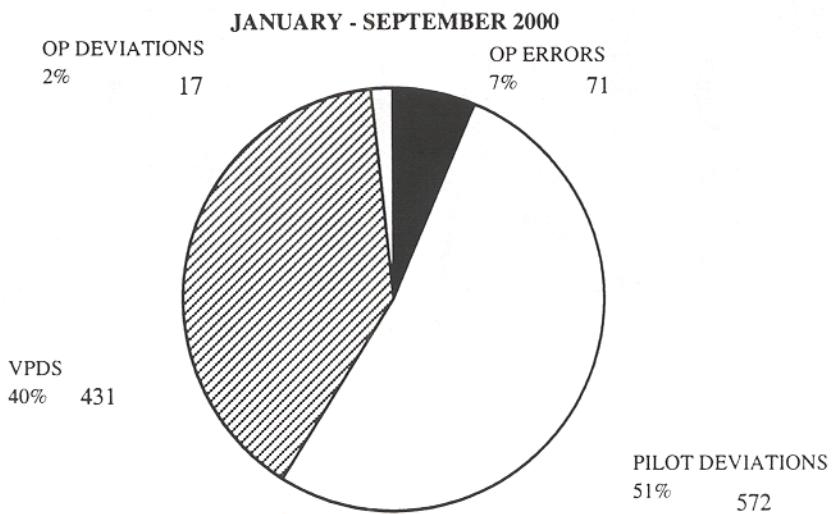
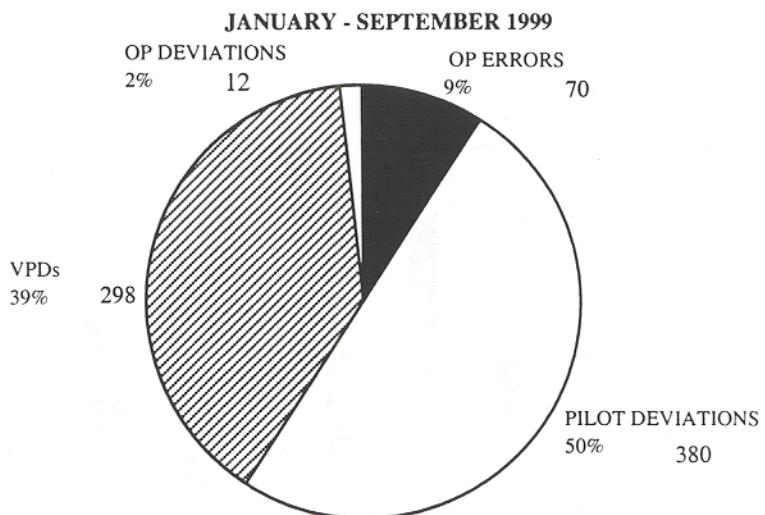
Data are preliminary and subject to change.

**SURFACE INCIDENTS
BY MONTH
1999 - SEPTEMBER 2000**



1999	67	52	68	77	84	90	112	100	109	115	77	96
2000	88	104	116	121	137	149	126	129	117	115	77	96

SURFACE INCIDENTS BY TYPE



A surface incident may be attributed to more than one event, yielding multiple incident reports.
VPDs: Vehicle/Pedestrian Deviations

SURFACE INCIDENTS
TOP AIRPORT (2000 RANKING)
12 MONTH COMPARISON

AIRPORT	OCT 98 - SEP 99	OCT 99 - SEP 00
North Las Vegas Arpt, NV	2	35
Montgomery Field Arpt, CA	17	33
Reno/Tahoe Intl, NV	19	30
Jeffco Arpt, CO	11	29
Merrill Field Arpt, AK	24	28
Long Beach/Daugherty Field Arpt, CA	14	27
John Wayne-Orange County Arpt, CA	6	27
Los Angeles Intl, CA	19	25
Ft. Lauderdale Executive Arpt, FL	16	24
Luis Munoz Marin Intl, PR	8	20
San Francisco Intl, CA	13	18
David Wayne Hooks Memorial Arpt, TX	3	16
San Jose Intl, CA	9	15
Centennial Arpt, CO	5	15
Theodore Francis Green State Arpt, RI	3	15
Greater Rochester Intl, NY	2	14
Phoenix Sky Harbor Intl, AZ	15	13
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	4	13
Camarillo Arpt, CA	0	13
Lambert-St. Louis Intl, MO	16	12
Chicago Midway Arpt, IL	7	12
Andrews AFB, MD	12	11
Anchorage Intl, AK	1	11
Chino Arpt, CA	0	11
Santa Monica Muni Arpt, CA	0	11

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

OCTOBER 1998 - SEPTEMBER 1999 versus OCTOBER 1999 - SEPTEMBER 2000

Caution: A surface incident may be attributed to more than one event, yielding multiple incident reports.*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Abilene Regional Arpt, TX	2	1	0	0	0	0	2	1	4	2	4.807
Adams Field Arpt, AR	2	1	0	1	0	0	0	0	2	2	1.115
Addison Arpt, TX	3	1	1	0	0	0	2	2	6	3	3.488
Akron-Canton Regional Arpt, OH	0	1	0	0	0	1	0	1	0	3	1.767
Albany Intl, NY	2	2	0	0	0	0	0	1	2	3	0.000
Albert Whitted Arpt, FL	0	2	0	0	0	0	0	6	0	8	0.000
Albuquerque Intl, NM	1	2	0	1	0	0	1	0	2	3	0.865
Alexandria Intl Arpt, LA	0	1	0	0	0	0	0	0	0	1	0.000
Allegheny County Arpt, PA	0	2	0	0	0	0	7	4	7	6	5.744
Allen AAF, AK	1	0	0	0	0	0	0	0	1	0	N/A
Amarillo Intl, TX	0	1	0	0	0	0	0	2	0	3	2.605
Anchorage Intl, AK	1	6	0	0	0	1	0	4	1	11	0.325
Andrews AFB, MD	1	1	2	0	0	0	9	10	12	11	11.642
Ann Arbor Muni Arpt, MI	1	1	0	0	0	0	4	9	5	10	3.815
Aniston Metro Arpt, AL	1	0	0	0	1	0	0	0	2	0	N/A
Anoka County-Blaine Arpt (Janes Field), MN	0	0	0	0	0	0	4	4	4	4	2.709
Aspen-Pitkin County/Sardy Field Arpt, CO	1	0	0	0	0	0	0	0	1	0	2.247
Atlanta Center, GA	0	0	0	0	0	0	0	1	0	1	N/A
Augusta Rgnl at Bush Field Arpt, GA	0	1	0	0	0	0	0	1	0	2	0.000
Aurora Muni Arpt, IL	1	1	0	0	0	0	2	2	3	3	2.475
Austin Straubel Intl, WI	1	0	0	2	0	0	0	0	1	2	1.342
Austin-Bergstrom Intl Arpt, TX	1	0	1	0	0	0	0	0	2	0	1.079
Baltimore-Washington Intl, MD	3	3	2	1	0	0	0	1	5	5	1.630
Bangor Intl, ME	0	0	0	0	0	0	0	1	1	1	0.985
Barkley Regional Arpt, KY	1	0	0	0	0	0	1	1	2	1	6.997
Barnstable Muni-Boardman/Polando Field Arpt, MA	0	0	0	0	0	0	0	1	0	1	0.000
Baton Rouge Metro-Ryan Field Arpt, LA	0	0	0	0	0	0	1	2	1	2	0.667
Bellingham Intl, WA	0	0	0	0	0	0	1	0	1	0	1.236
Bethel Arpt, AK	0	0	0	0	0	0	0	1	0	1	0.000
Billing Logar Intl, MT	0	1	0	0	0	0	0	0	0	1	0.860
Binghamton Regional/Edwin A. Link Field Arpt, NY	0	0	0	0	0	0	0	1	0	1	2.549
Birmingham Arpt, AL	2	0	0	0	0	0	3	4	5	4	3.195

Actual Activity Data thru 07/31/2000

Forecast Activity Data 08/01/2000 - 09/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON

Caution*: A surface incident may be attributed to more than one event, yielding multiple incident reports.

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Bishop Intl, MI	0	0	0	0	0	0	0	1	0	1	0.000
Blue Grass Arpt, KY	0	0	1	0	0	0	0	0	1	0	0.958
Boeing Field/King County Intl, WA	2	2	1	2	0	0	1	1	4	5	1.366
Boise Air Terminal/Gowen Field Arpt, ID	4	4	1	0	0	0	0	0	5	4	2.248
Boston TRACON, MA	0	2	0	0	0	0	0	0	0	2	N/A
Bowman Field Arpt, KY	0	1	0	0	0	0	2	0	2	1	1.281
Brackett Field Arpt, CA	3	3	0	0	0	0	0	0	2	3	5
Bradley Intl, CT	0	2	0	0	0	0	0	1	0	3	0.000
Brown Field Muni Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000
Brunswick NAS, ME	2	0	0	0	0	0	0	0	0	2	N/A
Buchanan Field Arpt, CA	2	5	1	0	0	0	0	0	2	3	7
Buffalo Niagara Intl, NY	1	0	0	1	0	0	3	1	4	2	2.580
Burbank-Glendale-Pasadena Arpt, CA	1	0	2	2	0	0	1	0	4	2	2.236
Burlington Intl., VT	0	0	0	0	0	0	0	1	0	1	0.000
Camarillo Arpt, CA	0	1	0	0	0	0	0	0	12	0	13
Capital Arpt, IL	1	3	1	1	0	0	0	0	0	2	4
Capital City Arpt, MI	0	0	0	0	1	0	0	0	0	1	0.822
Cecil Field NAS, FL	0	0	0	0	0	0	0	0	1	0	N/A
Centennial Arpt, CO	4	4	0	2	0	0	1	9	5	15	3.464
Central Illinois Rgnl Arpt, IL	3	1	1	0	0	0	0	0	4	1	5.994
Chandler Muni, AZ	0	0	0	0	0	0	0	0	3	0	1.615
Charleston AFBIntl, SC	3	1	2	0	0	0	3	2	8	3	6.195
Charlotte/Douglas Intl, NC	6	4	2	0	0	0	0	1	8	5	1.796
Cherry Capital Arpt, MI	1	1	0	0	0	0	0	0	1	1	0.784
Chicago Midway Arpt, IL	1	7	3	2	1	1	2	2	7	12	2.385
Chicago Ohare Intl, IL	2	3	2	1	0	0	3	3	7	7	0.779
Chicago TRACON, IL	1	0	0	0	0	0	0	0	1	0	N/A
Chico Muni Arpt, CA	0	5	0	2	0	0	0	4	0	11	0.000
Chino Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000
Cincinnati Muni/Lunken Field Arpt, OH	1	3	1	1	0	0	0	2	2	6	0.429
Cincinnati/Northern Kentucky Intl, OH	1	0	0	0	0	0	0	0	3	1	1.291
City of Colorado Springs Muni Arpt, CO	1	3	1	1	0	0	0	0	3	1	0.448

Actual Activity Data thru 07/31/2000

Forecast Activity Data 08/01/2000 - 09/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

OCTOBER 1998 - SEPTEMBER 1999 versus OCTOBER 1999 - SEPTEMBER 2000

Caution*: A surface incident may be attributed to more than one event, yielding multiple incident reports.

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Cleveland Center, OH	0	0	0	1	0	0	0	0	0	1	N/A	N/A
Cleveland-Hopkins Intl, OH	10	5	1	0	0	0	1	1	12	6	3.790	1.851
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	0	1	0	0.908	0.000
Columbia Metro Arpt, SC	0	1	0	0	0	0	0	0	0	1	0.000	0.798
Columbia Regional Arpt, MO	0	0	0	1	0	0	0	1	0	2	0.000	4.738
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	1	0	1	0.000	1.464
Craig Muni Arpt, FL	2	1	0	0	0	0	0	0	2	1	1.369	0.755
Crystal Arpt, MN	4	3	0	0	0	0	7	3	11	6	5.862	3.263
Cyril E. King Arpt, VI	2	0	0	1	0	0	2	2	4	3	3.852	3.097
Dallas Love Field Arpt, TX	3	1	1	0	0	1	0	4	4	6	1.645	2.396
Dallas-Ft. Worth Intl, TX	4	4	5	2	0	0	0	1	9	7	1.038	0.803
Danbury Muni Arpt, CT	2	1	0	0	0	0	0	0	2	1	1.634	0.871
Dane County Regional-Truax Field Arpt, WI	0	1	0	0	0	0	0	0	0	1	0.000	0.702
David Wayne Hooks Memorial Arpt, TX	1	5	0	0	0	0	2	11	3	16	1.097	6.638
Daytona Beach Intl Arpt, FL	7	5	1	0	0	0	0	0	8	5	2.127	1.123
Deadhorse Arpt, AK	0	0	0	0	0	0	1	0	0	1	N/A	N/A
Decatur Arpt, IL	1	0	0	0	0	0	0	0	0	0	1.842	0.000
DeKalb-Peachtree Arpt, GA	3	0	1	2	0	0	4	3	8	5	3.382	2.081
Denver Center, CO	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Denver Intl, CO	1	1	0	1	0	0	0	0	3	1	5	0.202
Des Moines Intl, IA	2	4	0	0	0	0	0	1	2	5	1.470	3.836
Detroit Metro Wayne County Arpt, MI	2	1	1	0	0	0	2	0	5	2	0.891	0.362
Dobbins ARB, GA	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Duluth Intl, MN	1	1	0	0	0	0	1	3	2	4	3.215	6.358
Dupage Arpt, IL	2	3	1	0	0	0	1	0	4	3	1.928	1.448
Dutchess County Arpt, NY	0	0	0	1	0	0	2	1	2	2	1.513	1.522
Eagle County Regional Arpt, CO	5	1	0	0	0	0	0	0	5	1	15.012	3.003
Eglin AFB, FL	0	3	0	0	0	0	0	0	0	3	N/A	N/A
El Monte Arpt, CA	0	2	0	0	0	0	0	6	0	8	0.000	4.724
El Paso Intl, TX	3	1	0	0	0	0	0	0	3	1	2.072	0.693
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	0	0	3.532	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	0	1	1	1	1.317	1.587

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

OCTOBER 1998 - SEPTEMBER 1999 versus OCTOBER 1999 - SEPTEMBER 2000

Caution*: A surface incident may be attributed to more than one event, yielding multiple incident reports.

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Eppley Airfield Apt, NE	0	3	0	1	0	0	1	1	1	5	0.541
Erie Intl, PA	0	0	0	0	0	0	1	1	0	0	1.959
Ernest A. Love Field Apt, AZ	0	2	0	0	0	0	0	2	0	4	0.000
Essex County Arpt, NJ	1	0	0	1	0	0	1	0	2	1	1.174
Evansville Regional Arpt, IN	0	4	0	0	0	0	0	1	0	5	0.851
Fairbanks Intl, AK	0	5	0	0	0	0	0	4	0	9	0.000
Falcon Field Arpt, AZ	2	1	0	0	1	0	3	5	6	6	2.363
Fanning Field Arpt, ID	0	1	0	0	0	0	0	1	0	2	0.000
Felts Field Arpt, WA	1	0	0	0	0	0	0	0	1	0	1.343
Flagstaff Pulliam Arpt, AZ	1	0	0	0	0	0	0	0	1	0	2.033
Flying Cloud Arpt, MN	5	5	1	0	0	0	4	1	10	6	5.330
Fort Wayne Intl, IN	0	1	1	0	0	0	0	2	1	3	0.850
Fort Worth Meacham Arpt, TX	0	0	0	0	0	0	1	4	1	4	2.497
Forth Worth Alliance Arpt, TX	2	0	0	0	0	0	0	0	2	0	0.295
Four Corners Regional Arpt, NM	1	0	0	1	0	0	0	0	1	1	0.948
Fresno Yosemite Intl Arpt, CA	2	4	0	1	0	0	0	0	2	5	0.890
Ft. Lauderdale Executive Arpt, FL	6	9	0	0	0	0	10	15	16	24	6.472
Ft. Lauderdale/Hollywood Intl, FL	2	2	0	2	0	0	0	0	2	4	0.715
Fullerton Muni Arpt, CA	1	2	0	0	0	0	3	0	4	2	4.365
Fulton County Arpt-Brown Field Arpt, GA	0	2	0	0	0	0	0	3	0	5	0.000
General Edward Lawrence Logan Intl, MA	2	5	1	3	0	0	2	1	5	9	0.989
General Mitchell Intl, WI	7	2	2	0	0	0	4	1	13	3	5.933
George Bush Intercontinental Arpt, TX	0	0	0	0	0	0	0	2	0	2	0.000
Gillespie Field Arpt, CA	0	3	0	0	0	0	1	7	1	10	0.461
Grand Forks Intl, ND	1	5	0	0	0	1	0	1	1	7	0.453
Grand Prairie Muni Arpt, TX	1	0	0	0	0	0	0	0	1	0	1.095
Grant County Arpt, WA	0	0	1	0	0	0	2	3	3	3	2.360
Greater Kankakee Arpt, IL	0	0	0	0	0	0	1	0	1	0	N/A
Greater Peoria Regional Arpt, IL	1	0	0	1	0	0	0	0	1	1	1.077
Greater Pittsburgh Intl, PA	2	2	3	0	0	0	0	0	5	2	1.139
Greater Rochester Intl, NY	2	8	0	3	0	0	0	3	2	14	1.068
Greater Rockford Arpt, IL	4	0	0	0	0	0	2	7	6	7	5.317

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Gregg County Arpt, TX	3	2	0	0	0	0	0	1	3	3	3.352
Groton-New London Arpt, CT	0	0	0	0	0	0	0	1	0	0.000	1.323
Gulfport-Biloxi Regional Arpt, MS	2	1	0	0	0	0	2	0	4	1	3.414
Gwinnett County - Briscoe Field, GA	0	1	0	0	0	0	0	0	0	1	0.825
Hagerstown Reg'l-Richard A Henson Field Arpt, MD	2	1	0	0	0	0	0	0	1	2	1.062
Hartford-Brainard Arpt, CT	0	0	0	0	0	0	0	1	0	0	3.362
Hawkins Field Arpt, MS	0	0	0	0	0	0	0	1	0	0	3.491
Hayward Executive Arpt, CA	0	4	0	0	0	0	0	0	1	0	0.000
Hector Intl, ND	2	1	1	0	0	0	0	7	0	10	1.024
Hill AFB, UT	0	1	0	0	0	0	0	0	0	1	N/A
Honolulu Intl, HI	2	1	0	1	0	0	0	0	5	2	1.449
Houston Center, TX	0	1	0	0	0	0	0	0	0	1	N/A
Huntsville Int'l/Carl T. Jones Field Arpt, AL	2	1	0	0	0	0	0	3	5	4	4.836
Hutchinson Muni Arpt, KS	0	0	0	0	0	0	0	0	1	0	4.395
Igor I. Sikorsky Memorial Arpt, CT	1	1	0	0	0	0	0	0	0	1	1.569
Indianapolis Int'l, IN	3	1	0	1	0	0	1	2	4	4	1.034
Jack Northrop Fld-Hawthorne Muni Arpt, CA	0	2	0	0	0	0	0	3	3	5	5.139
Jackson County-Reynolds Field Arpt, MI	0	0	0	1	0	0	1	0	1	1	1.448
Jackson Intl, MS	0	0	0	0	0	0	0	1	2	2	1.457
Jacksonville Int'l, FL	1	1	0	0	0	0	0	1	2	3	1.230
James M. Cox Dayton Int'l, OH	0	3	1	0	0	0	1	1	2	4	2.648
Jeffco Arpt, CO	1	5	0	0	0	0	10	24	11	29	6.764
Joe Foss Field Arpt, SD	0	0	0	0	0	0	0	1	2	1	2.080
John F. Kennedy Int'l, NY	3	1	1	1	0	0	1	3	5	5	1.563
John Wayne-Orange County Arpt, CA	5	23	0	2	0	0	1	2	2	2	2.020
Joplin Regional Arpt, MO	1	0	0	0	0	0	0	0	1	0	1.395
Joslin Field-Magic Valley Reg'l Arpt, ID	0	1	0	0	0	0	0	0	0	1	0.000
Juncieu Int'l, AK	0	1	0	0	0	0	0	0	0	1	0.657
Kahului Arpt, HI	1	1	0	0	0	0	0	1	0	10	0.000
Kalamazoo/Battle Creek Int'l, MI	0	0	0	0	0	0	0	1	2	1	5.599
Kaltag Arpt, AK	0	0	0	0	0	0	0	0	0	1	0.971
Kansas City Center, MO	1	0	0	0	0	0	0	0	1	0	N/A

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Kansas City Downtown Arpt, MO	0	4	0	0	0	0	1	0	1	4	0.687	2.835
Kansas City Intl, MO	1	0	0	0	0	0	4	1	4	4	0.455	1.829
Kenai Muni Arpt, AK	1	1	0	1	0	0	0	0	1	2	1.411	2.859
Kenosha Rgnl Arpt, WI	0	1	0	0	0	0	0	0	0	1	0.000	1.022
Kent County Intl, MI	0	0	0	1	0	0	0	0	0	0	0.000	0.694
King Salmon Arpt, AK	0	1	0	0	0	0	0	0	0	0	0.000	3.462
Kissimmee Muni Arpt, FL	0	2	0	0	0	0	0	0	0	0	0.000	1.708
Kodiak Arpt, AK	0	0	0	0	0	0	0	0	0	0	0.000	5.511
La Guardia Arpt, NY	0	0	2	2	0	0	0	0	2	0	0.000	1.354
Lake Salmon Arpt, AK	0	0	0	0	0	0	0	0	0	0	0.544	N/A
Lake Hood SPB, AK	0	0	0	0	0	0	0	0	0	0	0.000	N/A
Lakefront Arpt, LA	3	3	0	0	0	0	0	0	0	2	3	1.659
Lakeland Linder Regional Arpt, FL	2	4	0	0	0	0	0	1	2	3	1.357	3.019
Lambert-St. Louis Intl, MO	6	8	2	1	0	0	8	3	16	12	3.178	2.450
Lancaster Arpt, PA	2	0	0	0	0	0	0	0	0	2	0	1.881
Laughlin/Bullhead Intl Arpt, AZ	1	0	0	0	0	0	0	0	0	1	0	4.385
Laurence G. Hanscom Field Arpt, MA	1	3	2	1	1	0	0	0	0	4	4	2.050
Lawrence Muni Arpt, MA	1	2	0	0	0	0	0	0	0	1	2	1.035
Lawton-Fort Sill Rgnl Arpt, OK	0	1	0	0	0	0	0	0	0	0	0.000	3.098
Lehigh Valley Intl, PA	1	1	1	0	0	0	0	0	0	2	1	1.302
Lincoln Muni Arpt, NE	1	5	0	1	0	0	0	1	0	2	6	1.624
Livemore Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	0.415
Long Beach/Daugherty Field Arpt, CA	13	20	0	1	0	0	1	1	5	14	27	2.774
Long Island Mac Arthur Arpt, NY	1	1	0	1	0	0	0	0	0	1	2	0.481
Los Angeles Intl, CA	16	20	2	1	0	0	1	4	19	25	2.463	3.241
Louisville Intl-Standiford Field Arpt, KY	0	1	0	0	0	0	2	0	2	1	1.148	0.556
Lovell Field Arpt, TN	1	0	0	0	0	0	1	0	0	2	0	1.904
Lubbock Intl, TX	0	5	0	0	0	0	0	1	0	0	0.000	4.566
Luis Munoz Marin Intl, PR	3	7	0	1	0	0	1	5	11	8	3.723	8.357
Mahlon Sweet Field Arpt, OR	4	2	0	0	0	0	0	0	4	2	3.516	1.720
Manassas Rgnl/Harry P. Davis Field Arpt, VA	-1	2	0	0	0	0	1	1	2	3	2.542	2.763
Manchester Arpt, NH	-1	0	0	0	0	0	1	0	3	3	1.819	3.765
Manfield Lahm Muni Arpt, OH	-1	0	0	0	0	0	0	0	2	1	2	1.819

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Marthas Vineyard Apt, MA	1	0	0	0	0	0
Mc Carran Intl, NV	7	2	1	0	0	1.523
Mc Ghee Tyson Apt, TN	3	2	0	0	0	N/A
Mc Kellar-Sipes Regional Apt, TN	1	1	0	0	1	1.528
Mc Kinney Muni Apt, TX	0	2	0	0	0	2.013
Mcnary Field Apt, OR	1	0	0	0	0	3.985
Meadows Field Apt, CA	0	0	0	0	0	1.642
Melbourne Regional Apt, FL	3	0	1	0	0	2
Memphis Center, TN	0	1	1	0	0	0.000
Memphis Intl, TN	1	2	1	0	0	1.966
Merrill C. Meigs Apt, IL	0	1	0	0	0	0.534
Merrill Field Apt, AK	1	2	0	0	0	0.000
Metropolitan Oakland Intl, CA	1	1	1	0	0	0.550
Miami Intl, FL	1	2	0	0	0	N/A
Michigan Rgnl Transportation Cir Apt, IN	0	1	1	0	0	N/A
Mid Delta Rgnl, MS	1	0	0	0	0	2.062
Middle Georgia Regional Apt, GA	0	1	0	0	0	N/A
Millville Muni Apt, NJ	1	0	1	0	0	0.532
Minneapolis Center, MN	0	1	0	0	0	0.532
Mpls-St Paul Intl/World Chamberlain Apt, MN	3	4	0	2	0	0.000
Missoula Intl, MT	1	0	0	0	0	0.590
Mobile Downtown, AL	1	0	0	0	0	0.570
Mobile Regional Apt, AL	0	0	0	0	0	0.000
Monroe County Apt, IN	1	0	0	0	0	0.000
Monroe Regional Apt, LA	1	4	0	1	0	0.000
Monterey Peninsula Apt, CA	0	2	1	0	0	0.000
Montgomery Field Apt, CA	9	13	0	2	1	0.000
Montgomery Rgnl (Dannelly Field) Apt, AL	0	2	0	0	1	0.000
Morristown Muni Apt, NJ	1	0	0	0	0	0.000
Muskegon County Apt, MI	0	0	0	0	0	0.000
Myrtle Beach Intl, SC	1	2	0	0	1	1.190
Napa County Apt, CA	1	5	0	0	1	4.256
					6	3.366

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Naples Muni Apt, FL	4	0	0	0	0	0	1	3	5	3	4,053 2.917
Nashville Intl, TN	5	4	0	1	0	1	4	5	5	10	2,091 3.848
Natrona County Intl, WY	0	0	0	0	0	0	1	0	1	0	2,086 0,000
New Castle County Apt, DE	1	0	0	0	0	0	0	0	1	0	0,720 0,000
New Century Aircenter, KS	0	1	0	0	0	0	0	0	0	1	N/A N/A
New Hanover Intl, NC	3	2	0	0	0	0	0	2	3	4	4,215 4,666
New Orleans Intl/Moisant Field Apt, LA	0	2	0	0	0	0	0	0	0	2	0,000 1,193
New York TRACON, NY	1	0	0	0	0	0	0	0	1	0	N/A N/A
Newark Intl, NJ	5	2	1	3	0	0	1	4	7	9	1,510 1,960
Newport News/Williamsburg Intl, VA	0	1	0	0	0	0	0	0	0	1	0,000 0,479
Norfolk Intl, VA	0	1	0	0	0	0	0	0	0	1	0,000 0,723
North Las Vegas Apt, NV	2	34	0	0	0	2	0	0	0	2	36 0,842
Northwest Arkansas Rgnl Apt, AR	1	0	0	0	0	0	0	0	1	0	N/A N/A
Norwood Memorial Apt, MA	1	1	0	0	0	0	0	0	0	1	0,930 1,061
Oakland County Intl Apt, MI	1	0	0	0	0	0	0	0	2	1	2 0,273
Ontario Intl, CA	0	3	1	1	0	0	0	2	1	3	5 0,557
Opa Locka Apt, FL	2	0	0	0	0	0	0	2	0	4	0 3,213
Orlando Executive Apt, FL	2	2	1	0	0	0	1	2	4	4	1,808 1,725
Orlando Intl, FL	0	0	0	0	0	0	0	3	0	3	0 0,826
Orlando Sanford Apt, FL	6	2	0	2	0	0	0	0	3	6	7 1,613
Outagamie County Rgnl Apt, WI	0	0	2	1	0	0	0	0	2	1	1 3,277
Palm Beach Intl, FL	8	3	1	2	0	0	0	0	9	5	4,572 2,367
Palm Springs Intl, CA	1	9	1	0	0	0	0	0	2	9	1,960 8,673
Page Field Apt, FL	1	0	0	0	0	0	1	2	2	2	2,050 2,188
Pago Pago Intl, AS	0	0	0	0	0	0	0	1	0	1	0,000 8,043
Palo Alto of Santa Clara County Apt, CA	0	0	0	0	0	0	2	2	2	2	0,974 0,975
Palwaukee Muni Apt, IL	4	0	0	1	0	0	1	1	5	2	2,943 1,036
Panama City-Bay County Intl Apt, FL	2	0	0	0	0	0	1	0	3	0	3,196 0,000
Pensacola Regional Apt, FL	0	2	1	0	0	0	0	0	1	2	0,781 1,674
Philadelphia Intl, PA	2	2	2	2	0	0	1	2	5	6	1,045 1,260
Phoenix Sky Harbor Intl, AZ	14	10	0	1	0	0	1	2	15	13	2,699 2,168
Phoenix-Deer Valley Muni Apt, AZ	3	5	1	0	0	0	0	4	4	9	1,403 3,004

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Piedmont Triad Intl, NC	1	1	0	0	0	0	4	1	5	0.756	3.519
Port Columbus Intl, OH	0	2	0	0	0	0	0	0	2	0.000	0.858
Portland Intl Jetport Arpt, ME	-1	1	0	0	0	0	2	1	3	2	2.326
Portland Intl, OR	-1	2	0	0	0	0	0	0	1	2	0.628
Portland-Hillsboro Arpt, OR	-1	1	0	0	0	0	0	0	1	1	0.422
Portland-Toutdale Arpt, OR	-1	5	0	0	0	0	2	2	3	3.999	N/A
Pueblo Memorial Arpt, CO	0	0	0	0	0	0	0	1	0	1	0.000
Purdue University Arpt, IN	0	2	0	0	0	0	0	0	0	2	0.000
Quad-City Arpt Intl, IL	0	1	0	0	0	0	0	0	0	1	0.000
Quincy Muni Baldwin Field Arpt, IL	1	0	0	0	0	0	0	0	1	0	N/A
Raleigh-Durham Intl, NC	2	8	0	1	0	0	3	1	5	1.760	3.587
Ralph Wien Memorial Arpt, AK	0	1	0	0	1	0	0	0	1	1	N/A
Rapid City Regional Arpt, SD	0	1	0	0	0	0	0	0	0	1	0.000
Reading Regional/Carl A. Spaatz Field Arpt, PA	0	1	1	1	0	0	2	3	3	5	2.225
Redding Muni Arpt, CA	1	0	0	0	0	0	2	0	3	0	3.554
Reid Hillview of Santa Clara County Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000
Reno/Tahoe Intl, NV	16	25	0	0	1	1	2	4	19	30	12.448
Renton Muni Arpt, WA	0	0	0	0	0	0	3	4	3	4	2.817
Republic Arpt, NY	1	5	0	0	0	0	1	0	2	5	0.808
Richard Lloyd Jones Jr. Arpt, OK	3	1	0	1	0	0	10	5	13	7	4.814
Richmond Intl, VA	5	5	0	0	0	0	1	1	6	6	4.655
Riverside Muni Arpt, CA	1	0	0	0	0	0	2	1	3	1	3.974
Roanoke Regional/Woodrum Field Arpt, VA	4	3	0	0	0	1	1	1	5	5	4.819
Robins AFB, GA	0	2	0	0	0	0	0	0	0	2	N/A
Rochester Intl Arpt, MN	0	1	0	1	0	0	0	0	0	2	0.000
Rock County Arpt, WI	1	2	-1	0	0	0	0	0	2	2	2.645
Ronald Reagan Washington National Arpt, DC	3	1	0	1	0	0	1	0	4	2	1.199
Roswell Industrial Air Center Arpt, NM	0	1	0	0	0	0	0	0	0	1	0.000
Salinas Muni Arpt, CA	0	0	0	0	0	0	3	0	3	0	3.669
Salt Lake City Intl, UT	0	5	-1	1	2	0	0	0	3	6	0.813
Salt Lake City TRACON, UT	0	1	0	0	0	0	0	0	1	N/A	N/A
San Antonio Intl, TX	9	7	0	0	0	1	1	1	10	8	3.983

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
San Carlos Arpt, CA	0	1	0	0	0	0	3	0	4	0	2.443
San Diego Intl-Lindbergh Field Arpt, CA	2	1	1	0	1	0	4	2	2	1.785	0.941
San Francisco Intl, CA	8	5	1	2	0	3	4	8	13	18	2.977
San Jose Intl, CA	6	13	2	1	1	1	0	0	9	15	2.957
Santa Barbara Muni Arpt, CA	3	8	0	1	0	0	1	1	4	10	2.388
Santa Fe County Muni Arpt, NM	0	0	0	0	0	0	0	1	0	1	0.094
Santa Maria Public/Capt G Allan Hancock Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000
Santa Monica Muni Arpt, CA	0	1	0	0	0	0	0	0	10	0	11
Sarasota-Bradenton Intl Arpt, FL	0	4	0	1	0	0	0	1	0	6	0.000
Savannah Intl, GA	1	1	0	0	0	0	3	1	4	2	3.675
Scottsdale Arpt, AZ	0	0	0	0	1	0	0	1	1	1	0.441
Seattle-Tacoma Intl, WA	3	4	2	0	0	0	1	3	6	7	1.393
Sioux Gateway Arpt, IA	0	0	0	0	0	1	0	1	0	2	0.000
Smith Reynolds Arpt, NC	0	0	0	0	0	0	0	1	0	1	0.000
Snohomish County (Payne Field) Arpt, WA	0	0	0	0	0	0	1	0	1	0	0.498
Sonoma County Arpt, CA	0	0	0	0	0	0	0	2	0	2	0.000
Southeast Texas Rgnl, TX	1	0	0	0	0	0	0	1	0	2	3.723
Southwest Florida Intl Arpt, FL	1	3	0	0	0	0	0	1	1	4	1.348
Spirit Of St. Louis Arpt, MO	1	6	0	0	0	0	0	3	1	9	0.475
Spokane Intl, WA	0	2	0	0	0	0	0	0	0	2	0.000
Springfield-Branson Rgnl Arpt, MO	1	1	0	0	0	0	0	0	1	1	0.819
St. Louis Downtown-Parks Arpt, IL	2	1	0	0	0	0	3	2	5	3	2.914
St. Lucie County Intl, FL	1	4	0	0	0	0	0	1	1	5	0.643
St. Paul Downtown Holman Field Arpt, MN	0	0	0	0	0	0	2	2	2	2	1.265
St. Petersburg/Clearwater Intl, FL	1	0	0	0	0	0	0	0	1	0	0.445
Stewart Intl, NY	1	1	0	0	0	0	0	0	1	1	0.619
Syracuse Hancock Intl, NY	3	1	1	1	0	0	2	2	6	4	3.943
Tallahassee Rgnl Arpt, FL	0	3	0	0	0	0	0	0	0	3	0.000
Tampa Intl, FL	1	3	0	0	0	0	2	1	3	4	1.102
Terre Haute Intl, IN	1	1	0	0	0	0	1	0	2	1	3.751
Teterboro Arpt, NJ	1	3	1	2	0	0	3	1	5	6	1.999
The Eastern Iowa Arpt, IA	0	0	1	0	0	0	2	0	3	1	3.545

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

OCTOBER 1998 - SEPTEMBER 1999 versus OCTOBER 1999 - SEPTEMBER 2000

Caution: A surface incident may be attributed to more than one event, yielding multiple incident reports.*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
The William B Hartsfield Atlanta Intl, GA	2	2	3	1	0	0	2	2	7	5	0.782
Theodore Francis Green State Arpt, RI	1	12	0	0	1	2	2	0	3	15	1.904
Toledo Express Arpt, OH	1	1	0	0	0	0	0	0	1	1	0.959
Tompkins County Arpt, NY	0	1	0	1	0	0	1	1	1	3	1.865
Trenton Mercer Arpt, NJ	1	0	0	0	0	0	0	1	1	1	0.668
Tri-Cities Arpt, WA	1	2	1	0	0	0	0	0	2	2	2.108
Tri-City Rgnl Arpt, TN	0	0	0	0	0	0	0	1	0	0	1.025
Tri-State/Milton J. Ferguson Field Arpt, WV	0	2	0	0	0	0	0	0	0	2	0.000
Tucson Intl, AZ	1	1	0	1	0	0	0	0	2	1	4
Tulsa Intl, OK	3	0	0	0	0	0	0	0	3	0	1.504
Tupelo Muni / C.D. Lemons Arpt, MS	0	3	0	0	0	0	0	0	0	3	0.000
Tuscaloosa Muni Arpt, AL	0	1	0	0	0	0	0	1	0	2	0.000
Tweed-New Haven Arpt, CT	1	1	0	0	0	0	0	0	1	1	1.686
Tyler Pounds Field Arpt, TX	0	0	0	0	0	0	0	0	2	0	0.000
University Of Illinois-Willard Arpt, IL	1	0	0	0	0	0	0	0	1	0	0.733
Valdosta Rgnl Arpt, GA	0	1	0	0	0	0	0	0	0	1	0.000
Van Nuys Arpt, CA	1	2	0	1	0	0	0	0	2	1	5
Vero Beach Muni Arpt, FL	1	1	0	0	0	0	1	0	2	1	0.896
W K Kellogg Arpt, MI	0	0	0	0	0	0	0	2	0	2	0.000
Waco Regional Arpt, TX	0	1	0	0	0	0	0	0	0	1	0.000
Walla Walla Regional Arpt, WA	0	1	0	0	0	0	0	0	0	1	0.000
Washington Dulles Intl, DC	4	1	1	0	0	0	0	0	5	1	1.089
Waterloo Muni Arpt, IA	0	1	0	0	0	0	0	1	0	2	0.000
Waukegan Rgnl Arpt, IL	0	2	0	0	0	0	0	0	0	2	0.000
Westchester County Arpt, NY	0	3	0	0	0	0	1	1	1	4	0.457
Wheeling Ohio County Arpt, WV	0	1	0	0	0	0	0	0	1	1	0.000
Whiteman Arpt, CA	0	1	0	0	0	0	1	1	1	2	0.679
Wichita Mid-Continent, KS	2	0	0	0	0	0	0	1	3	0	1.393
Wiley Post Arpt, OK	2	0	0	0	0	0	0	3	2	3	2.081
Wilkes-Barre/Scranton Intl, PA	0	0	0	0	0	0	1	0	1	1	0.000
Will Rogers World Arpt, OK	1	2	1	0	0	0	0	0	2	2	1.237
William P Hobby Arpt, TX	2	2	1	0	0	0	0	1	3	3	1.162

Actual Activity Data thru 07/31/2000

Forecast Activity Data 08/01/2000 - 09/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

OCTOBER 1998 - SEPTEMBER 1999 versus OCTOBER 1999 - SEPTEMBER 2000
Caution: A surface incident may be attributed to more than one event, yielding multiple incident reports.*

AIRPORT	PILOT DEVIATIONS			SURFACE ERRORS			SURFACE DEVIATIONS			VEHICLE PEDESTRIAN DEVIATION			TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Willow Run Arpt, MI	3	1	0	0	1	0	7	3	11	4	6.513	2.617				
Wittman Regional Arpt, WI	1	1	0	0	0	0	1	0	2	1	1.792	0.960				
Worchester Muni Arpt, MA	0	1	0	0	0	0	0	0	0	0	0.000	1.984				
Yakima Air Terminal/Mcallister Field Arpt, WA	0	2	0	0	0	0	0	0	2	0	4	0.000	6.468			
Youngstown Muni Arpt, OH	1	3	1	0	0	0	1	2	1	4	5	4.632	6.093			
Zampierini Field Arpt, CA	1	1	0	0	0	0	0	0	1	1	0.475	0.549				
Total	493	732	93	92	13	23	359	534	945	1381	1.641	2.437				

Actual Activity Data thru 07/31/2000

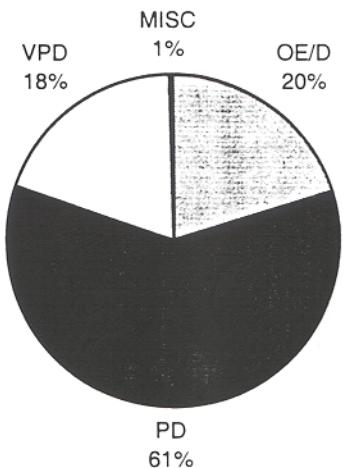
Forecast Activity Data 08/01/2000 - 09/30/2000

Rates per 100,000 Operations

Runway Incursions by Type and Month 1999 through Sept 2000

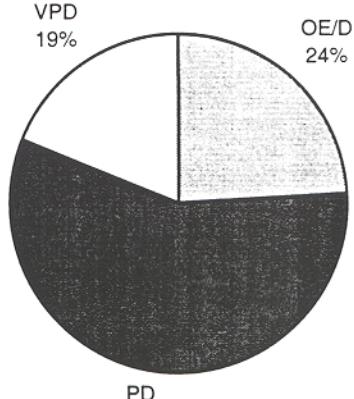
Runway Incursions by Month - 2000

MONTH	Incident Type				
	OE/D	PD	VPD	MISC	TOTAL
January	2	15	6	1	24
February	5	12	7	0	24
March	11	22	3	0	36
April	7	20	6	0	33
May	8	25	6	0	39
June	11	25	8	0	44
July	6	28	7	0	41
August	10	27	10	0	47
September	5	18	9	0	32
October					
November					
December					
TOTAL	65	192	62	1	320



Runway Incursions by Month - 1999

Month	Incident Type			
	OE/D	PD	VPD	Total
January	8	17	4	29
February	7	9	5	21
March	3	8	6	17
April	4	15	3	22
May	8	18	3	29
June	7	12	9	28
July	7	23	9	39
August	7	13	3	23
September	8	17	8	33
October	7	13	4	24
November	7	15	3	25
December	5	22	4	31
Totals	78	182	61	321



Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
Source: Runway Safety Program Office, ATS-20

RUNWAY INCURSIONS

BY TYPE AND RATE

Jan - Sept 2000

(Operations in Millions)

January - September 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	5	6	0	11	0.86	12.78
ACE	1	9	2	0	12	1.93	6.22
AEA	11	14	5	0	30	6.65	4.51
AGL	13	21	9	1	44	7.90	5.57
ANE	2	17	3	0	22	2.19	10.05
ANM	4	19	6	0	29	4.60	6.30
ASO	17	21	14	0	52	10.44	4.98
ASW	4	19	4	0	27	6.06	4.46
AWP	13	67	13	0	93	11.24	8.27
Total	65	192	62	1	320	51.87	6.17

January - December 1999

Region	OE	PD	VPD	TOTAL	OPERATIONS	RATE
AAL	0	1	1	2	1.05	1.9
ACE	4	9	3	16	2.69	5.95
AEA	12	14	6	32	8.84	3.62
AGL	16	27	13	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	14	37	10	61	13.79	4.42
ASW	6	20	8	34	8.07	4.21
AWP	15	53	14	82	15.18	5.4
Total	78	182	61	321	68.75	4.67

CY 00 Runway incursion data is based on preliminary reports and is subject to change following a final investigation.

Source: Runway Safety Program Office, ATS-20

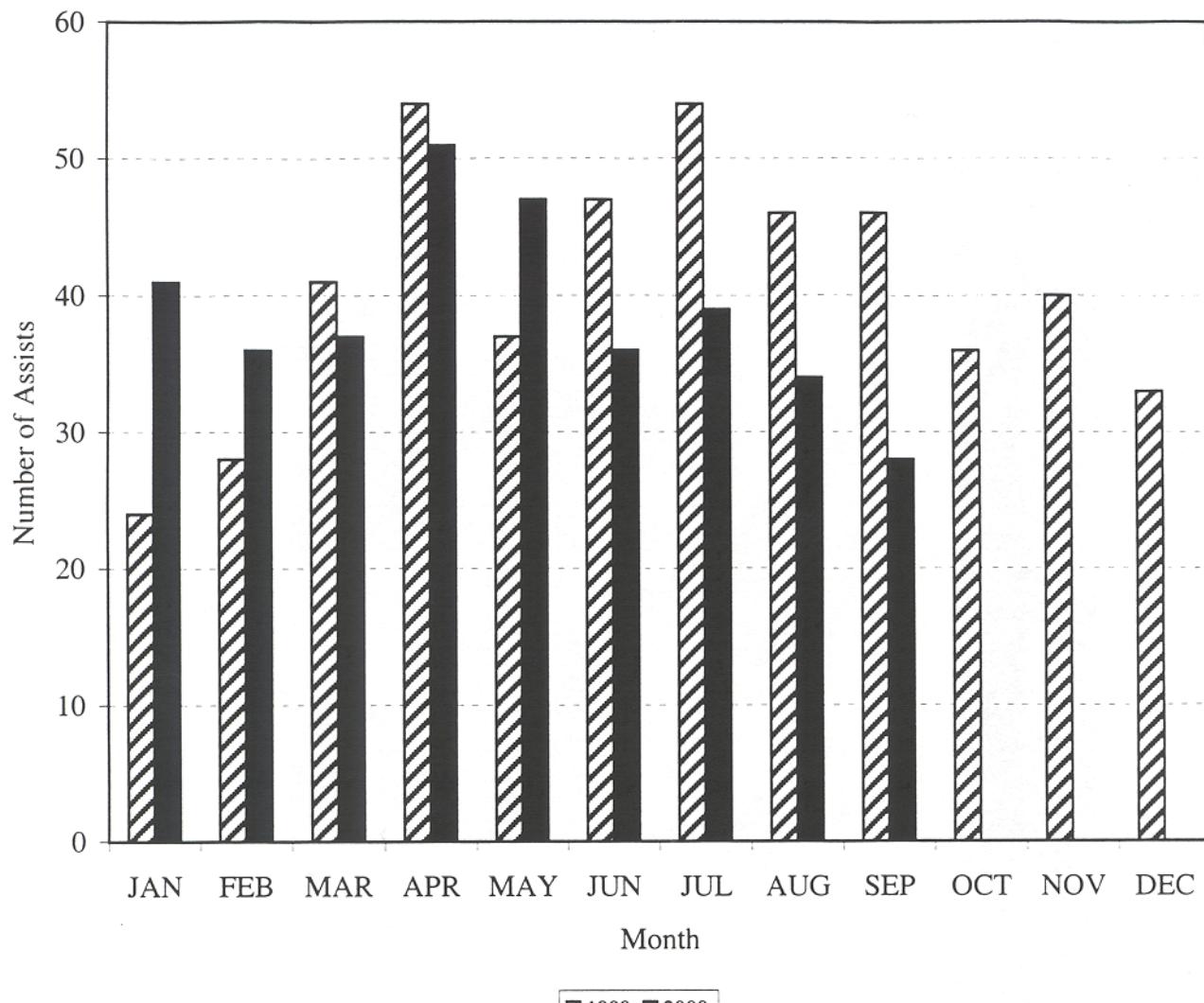
FLIGHT ASSISTS*

***Flight Assists** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.

Data are preliminary and subject to change.

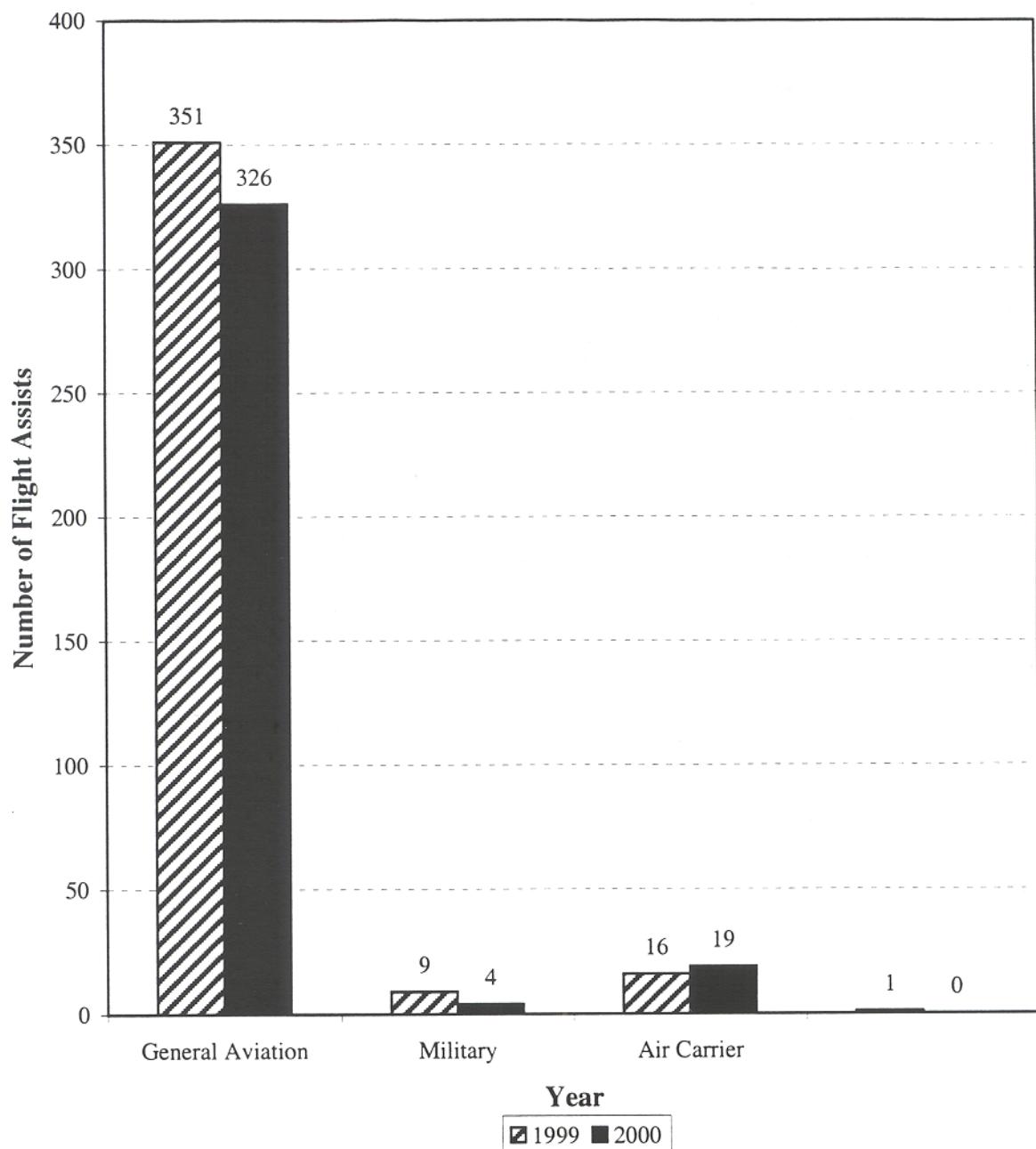
Flight Assists by Month

1999 - September 2000



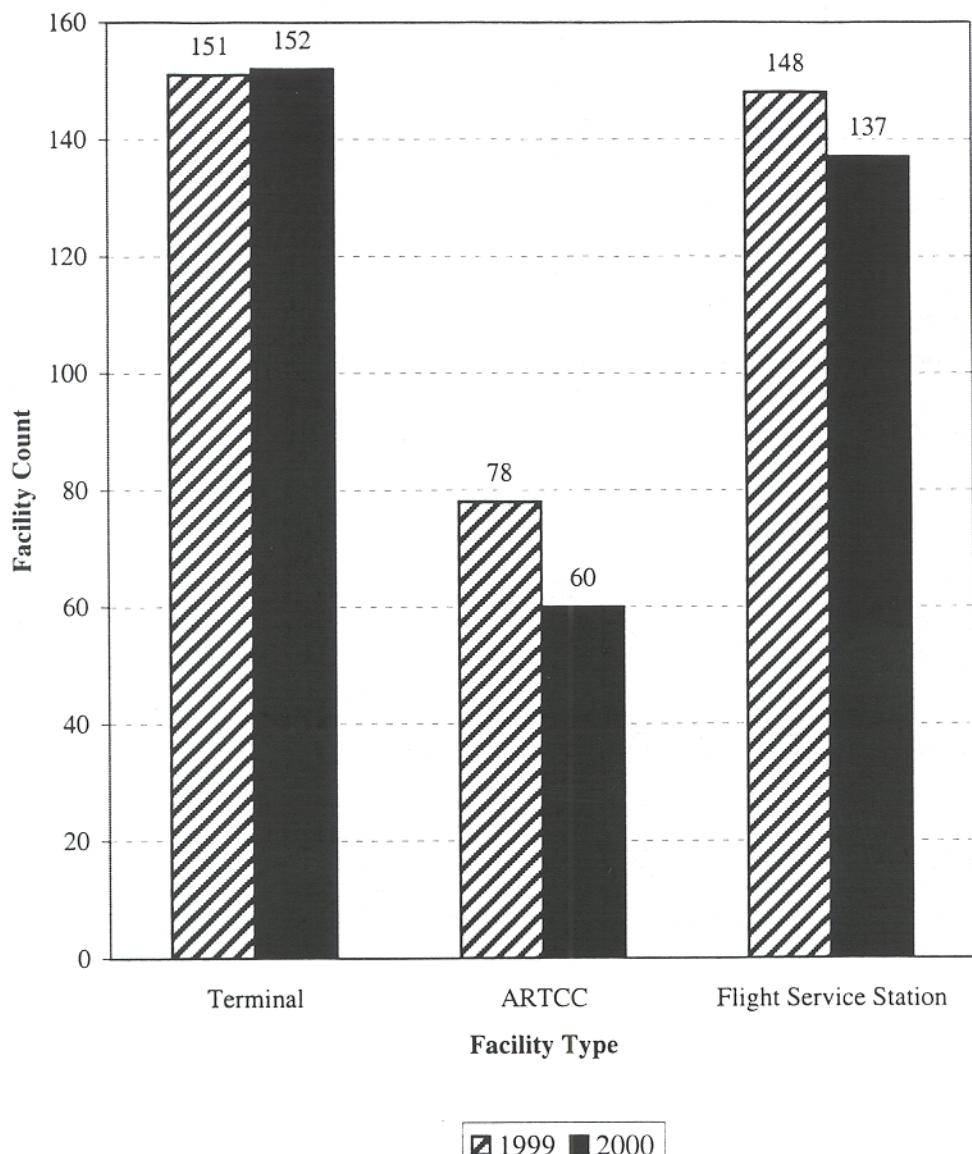
Flight Assists By Operator Type

1999 - September 2000



Flight Assists by Facility Type

1999 - September 2000

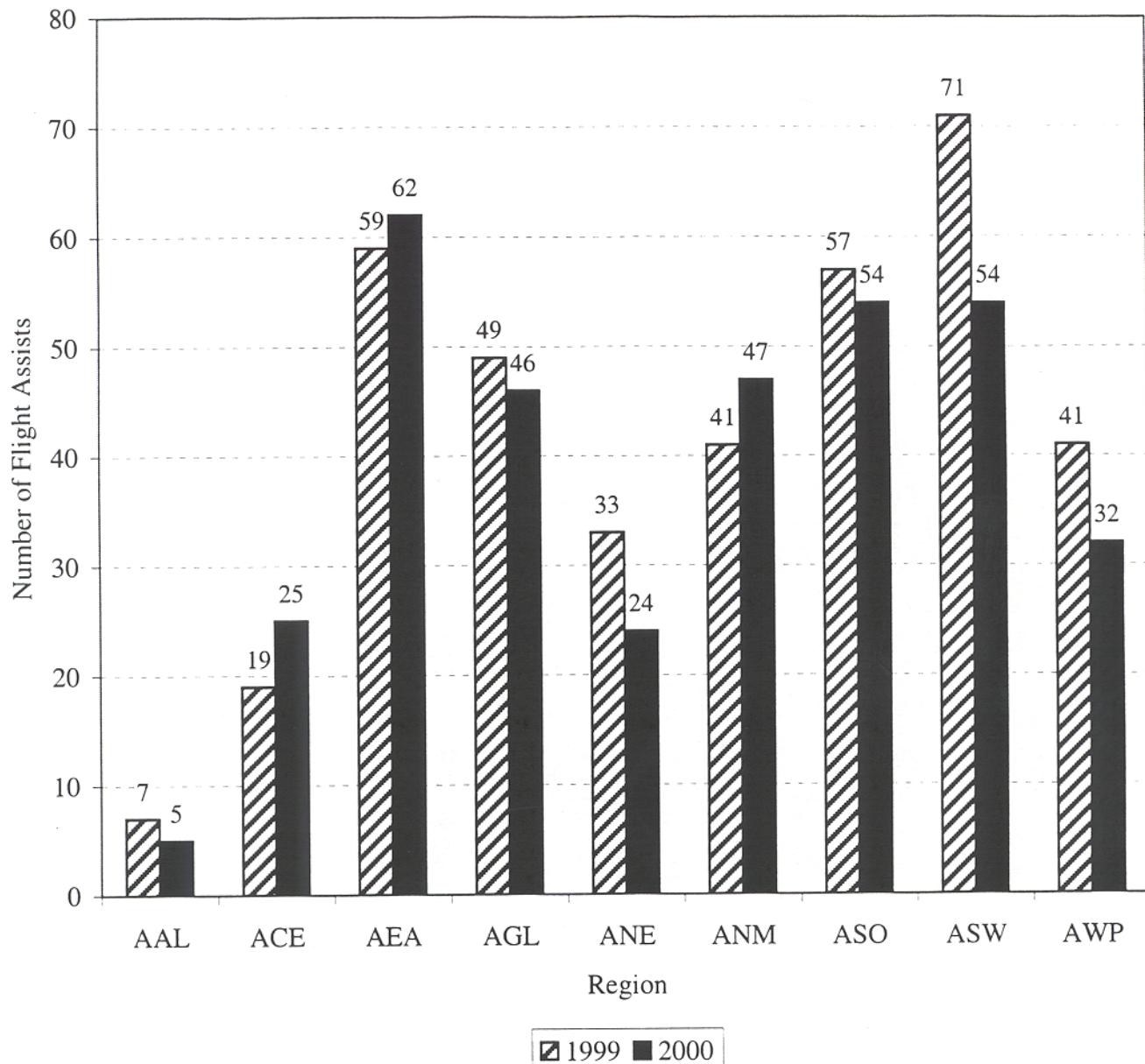


Flight Assists by Facility 12 Month Comparison (2000 Ranking)

Facility Name	ID	OCT. 1998 - SEPT. 1999	OCT. 1999 - SEPT. 2000
Fort Worth Meacham Arpt, TX	FTW	15	18
New York TRACON, NY	N90	28	16
Ernest A. Love Field Arpt, AZ	PRC	10	16
Atlanta Center, GA	ZTL	14	13
Denver Intl, CO	DEN	9	13
Seattle Center, WA	ZSE	8	8
Austin Straubel Intl, WI	GRB	9	7
Mc Alester Regional Arpt, OK	MLC	8	7
Fort Worth Center, TX	ZFW	7	7
Seattle-Tacoma Intl, WA	SEA	5	7
Columbia Regional Arpt, MO	COU	4	7
Ronald Reagan Washington National Arpt, DC	DCA	3	7
Lovell Field Arpt, TN	CHA	2	7
Montgomery County Arpt, TX	CXO	20	6
Houston Center, TX	ZHU	7	6
Burlington Intl, VT	BTW	5	6
New York Center, NY	ZNY	4	6
Greater Kankakee Arpt, IL	IKK	4	6
Kansas City Center, MO	ZKC	2	6
Los Angeles Center, CA	ZLA	7	5
Cleveland Center, OH	ZOB	6	5
San Angelo Rgnl/Mathis Field Arpt, TX	SJT	5	5
Princeton Muni Arpt, MN	PNM	5	5
Huron Regional Arpt, SD	HON	5	5
Wichita Mid-Continent, KS	ICT	4	5
Birmingham Arpt, AL	BHM	3	5

Flight Assists By Region

1999 - September 2000

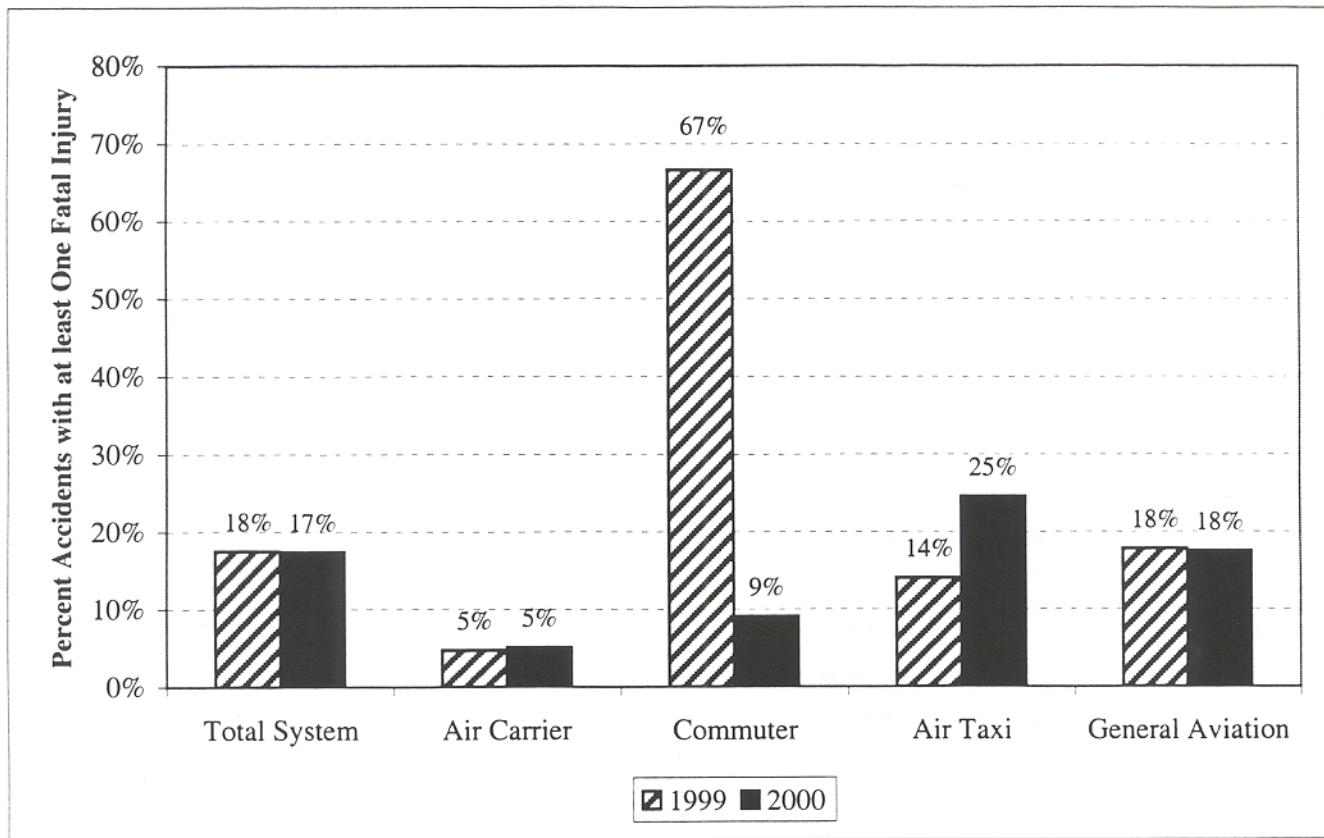


ACCIDENT DATA*

***An aircraft accident** is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Data are preliminary and subject to change.

Total System Accident Data by Segment
January - September
1999-2000



SEGMENT	YEAR	ACCIDENTS			FATAL RATE
		TOTAL	FATAL	FATALITIES	
Total	1999	1662	291	562	18%
System	2000	1583	276	637	17%
Large Air	1999	42	2	12	5%
	2000	39	2	91	5%
Carrier	1999	6	4	6	67%
	2000	11	1	5	9%
Commuter	1999	57	8	26	14%
	2000	61	15	63	25%
Air Taxi	1999	1557	277	518	18%
General	1999	1472	258	478	18%
Aviation	2000				

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	TOTAL	ACCIDENTS		ACCIDENT RATE	
				FATAL	FATALITIES	TOTAL	FATAL
Large Air Carrier	1994	13,124,315	23	4	239	0.17	0.03
	1995	13,505,257	36	3	168	0.27	0.02
	1996	13,746,112	38	5	380	0.28	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	16,846,063	50	1	1	0.30	0.01
	1999P	17,428,000	52	2	12	0.30	0.01
Commuter	1994	2,784,129	10	3	25	0.36	0.11
	1995	2,627,866	12	2	9	0.46	0.08
	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.51
	1998	353,765	8	0	0	2.26	0.00
	1999P	269,000	13	5	12	4.83	1.86
Air Taxi	1994	1,854,000	85	26	63	4.58	1.40
	1995	1,707,000	75	24	52	4.39	1.41
	1996	2,029,000	90	29	63	4.44	1.43
	1997	2,250,000	82	15	39	3.64	0.67
	1998	2,538,000	77	18	48	3.03	0.71
	1999P	2,809,000	76	12	38	2.71	0.43
General Aviation	1994	22,235,000	1994	403	725	8.96	1.80
	1995	24,906,000	2053	412	734	8.23	1.64
	1996	24,881,000	1908	360	632	7.67	1.45
	1997	25,464,000	1853	353	643	7.28	1.39
	1998	26,796,000	1909	365	623	7.12	1.36
	1999P	27,080,000	1908	342	628	7.05	1.26

Data Source: NTSB

Rates are per 100,000 hours flown

Suicide/Sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates"

P - Preliminary Data

Effective March 20, 1997, aircraft with 10 or more seats must conduct scheduled passenger operations under 14 CFR 121

ACRONYM/ABBREVIATION LIST

ACRONYM/ABBREVIATION LIST

<i>A/C</i>	<i>Air Carrier</i>
<i>AAL</i>	<i>Alaskan Region</i>
<i>ACE</i>	<i>Central Region</i>
<i>ACT</i>	<i>Approach Control Tower</i>
<i>AEA</i>	<i>Eastern Region</i>
<i>AGL</i>	<i>Great Lakes Region</i>
<i>ANE</i>	<i>New England Region</i>
<i>ANM</i>	<i>Northwest Mountain Region</i>
<i>APP</i>	<i>Approach</i>
<i>ARSA</i>	<i>Airport Radar Service Area</i>
<i>ARTCC</i>	<i>Air Route Traffic Control Center</i>
<i>ASO</i>	<i>Southern Region</i>
<i>ASW</i>	<i>Southwest Region</i>
<i>ATA</i>	<i>Airport Traffic Area</i>
<i>ATC</i>	<i>Air Traffic Control</i>
<i>ATCT</i>	<i>Airport Traffic Control Tower</i>
<i>AWP</i>	<i>Western Pacific Region</i>
<i>CZ</i>	<i>Control Zone</i>
<i>FSS</i>	<i>Flight Service Station</i>
<i>IFR</i>	<i>Instrument Flight Rules</i>
<i>N/A</i>	<i>Not Applicable or Not Available</i>
<i>NMAC</i>	<i>Near Midair-Collision</i>
<i>NONSCH</i>	<i>Nonscheduled</i>
<i>NTSB</i>	<i>National Transportation Safety Board</i>
<i>OCA</i>	<i>Other Controlled Airspace</i>
<i>OD</i>	<i>Operational Deviation</i>
<i>OE</i>	<i>Operational Error</i>
<i>OP</i>	<i>Operational</i>
<i>PCA</i>	<i>Positive Control Area</i>
<i>PD</i>	<i>Pilot Deviation</i>
<i>PROCS</i>	<i>Procedures</i>
<i>SCH</i>	<i>Scheduled</i>
<i>SUA</i>	<i>Special Use Airspace</i>
<i>TCA</i>	<i>Terminal Control Area</i>
<i>TRACON</i>	<i>Terminal Radar Approach Control</i>
<i>VFR</i>	<i>Visual Flight Rules</i>
<i>VPD</i>	<i>Vehicle/Pedestrian Deviation</i>

GLOSSARY

GLOSSARY

Accident

An “aircraft accident” is defined by the National Transportation Safety Board as “an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.”

Air Carrier

Any air operator operating under FAR Parts 121, 127, or 135.

Air Route Traffic Control Center (ARTCC)

A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

Air Taxi

A class of air carriers, operating pursuant to FAR Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or less passenger seats and a payload capacity of 7,500 pounds or less. They do not hold certificates of public convenience and necessity and do not hold specific route authority.

Airport Operations

The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

Commuter

An FAR Part 135 operator who carries passengers on at least five round trips per week or at least one route between two or more points according to its published flight schedule that specifies the times, days of the week, and places between which those flights are performed.

Flight Assist

An event in which an air traffic control specialist provides verbal information or guidance to an aircraft pilot in a potentially dangerous flight situation.

General Aviation

That portion of civil aviation which encompasses all facets of aviation except air carriers.

Large Air Carrier

Scheduled and nonscheduled aircraft operating under FAR Parts 121 or 127.

(Note: Part 129 operations [foreign air carriers] are not included in the NTSB accident database, nor are hour and departure data available for these air carriers.)

Near Midair Collision

An incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crew member stating that a collision hazard existed between two or more aircraft.

Degree of Hazard

Critical: A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

Potential: An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

No Hazard: A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Open “Near Midair Collisions”

Final investigation still underway.

Operational Deviation

An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, or (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

Operational Error

An occurrence attributable to an element of the air traffic control system in which:

- 1. Less than the applicable separation minima results between two or more aircraft, or between an aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive; or*
- 2. An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.*

Pilot Deviation

The actions of a pilot that result in the violation of a Federal Aviation Regulation or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance.

Pilot Deviation Air Deviation Types

*ATC Altitude Clearance Deviation
ATC Course Clearance Deviation
Airspeed Violation
Flying VFR When IFR Required
Pilot Unqualified for Aircraft or Conditions
Required Aircraft Equipment Not Operating
Careless or Reckless Aircraft Operating
Unauthorized Low Level Flying
Missed Compulsory Reporting Point
Noncompliance with Other Regulations*

Pilot Deviation Airspace Violation Types

*Class A (formerly Positive Control Area (PCA))
Class B (formerly Terminal Control Area (TCA))
Class C (formerly Airport Radar Service Area (ARSA))
Class D (formerly Airport Traffic Area (ATA) and Control Zone (CZ))
Class E (formerly General Controlled Airspace)
Class G (formerly Uncontrolled Airspace)
Special Use Airspace
Unknown
Other*

Pilot Deviation Surface Deviation Types

- Takeoff Without Clearance*
- Takeoff on Wrong Runway or Taxiway*
- Landing Without Clearance*
- Landing or Takeoff Below Weather Minimums*
- Landing on Wrong Runway, Airport, or Taxiway*
- Entered Taxiway or Runway Without Clearance*
- Careless or Reckless Aircraft Operation*
- Other*

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. Please see next page for definition details.

Surface Incident

Any event where unauthorized or unapproved movement occurs within the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. Surface incidents result from pilot deviations, operational errors, vehicle pedestrian deviations, or operational deviations

Terminal Radar Approach Control (TRACON)

A Federal Aviation Administration (FAA) air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service may be provided to both civil and military airports. A TRACON is similar to a RAPCON (USAF), a RATCF (USN), and an ARAC (Army).

Vehicle/Pedestrian Deviation

An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

RUNWAY INCURSION DEFINITIONS

This section includes two groups of definitions. The first group includes terms that have been subject to some confusion and misunderstandings in the past; the second set is comprised of definitions tailored specifically to runway incursion analysis.

Runway Incursion (FAA Order 8020.11A, Ch.1 Par 5)

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.*

**A loss of separation means that aircraft involved in the incident were closer than allowed by air traffic requirements.*

Runway Incursions are classified into four categories:

Pilot Deviations (PD) - action of a pilot that results in violation of a Federal Aviation Regulation.

Operational Errors (OE) - an occurrence attributable to an element of the ATC system which results in:

- 1) less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65, Air Traffic Control, and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or
- 2) an aircraft landing or departing on a runway closed to aircraft operations after receiving air traffic authorization.

Operational Deviations (OD) (FAA Order 7210.3)

Controlled occurrences where applicable separation minima, as referenced in the definition of operational error (see above) are maintained, but 1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, or 2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

Vehicle/Pedestrian Deviations (VPD) - vehicle or pedestrian incursions resulting from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without ATC authorization.

It should be noted that not all events that fall into these categories are counted as runway incursions. While these four categories all represent surface incidents, they are considered runway incursions only when a collision hazard or loss of separation occurs.